

Log of the Cruise

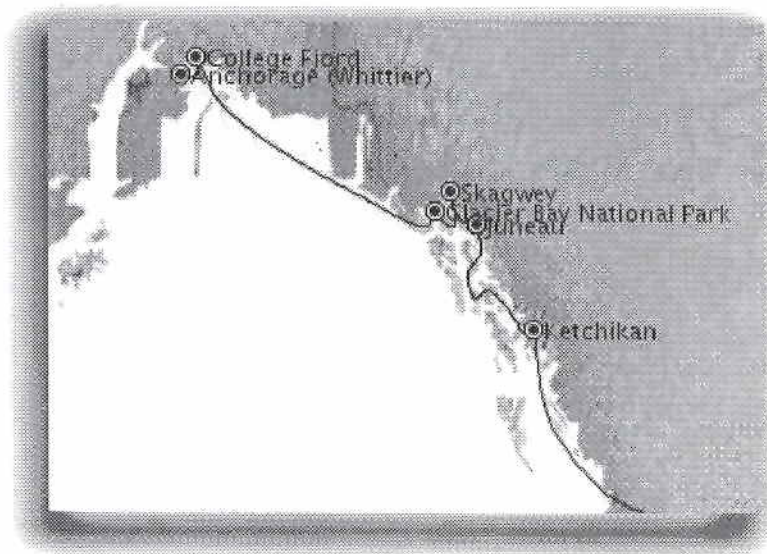


In Command
Captain *GIORGIO POMATA*










ALASKA CRUISE V6626
JULY 31ST TO AUGUST 7TH, 2006

Vancouver • Ketchikan • Juneau
Skagway • Glacier Bay • College Fjord • Whittier



PRINCESS CRUISES
escape completely

DECK/NAVIGATION OFFICERS

Staff Captain		Timothy Stringer	2nd in Command
Snr. 1st Officer		Michele Bartolomei	Senior Officer of the Watch
1st Officer		Zeljko Barcot	Senior Officer of the Watch (Navigator)
Snr. 2nd Officer		Noel Charlton	Senior Officer of the Watch
2nd Officer		Shaun Fraser	Junior Officer of the Watch
3rd Officer		Sam Mitchell	Junior Officer of the Watch (Log Compiler)
3rd Officer		Christopher Cooper	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

	DISTANCE	AVERAGE SPEED
Vancouver – Seymour Narrows	93 Nautical Miles	11.7 Knots
Seymour Narrows – Pine Island	112 Nautical Miles	17.7 Knots
Pine Island – Twin Island	297 Nautical Miles	14.9 Knots
Twin Island – Ketchikan	16 Nautical Miles	12.8 Knots
Ketchikan – Juneau	276 Nautical Miles	18.1 Knots
Juneau – Skagway	96 Nautical Miles	12.8 Knots
Skagway – Glacier Bay	113 Nautical Miles	12.6 Knots
Glacier Bay – Cape Spencer	19 Nautical Miles	12.7 Knots
Cape Spencer – Bligh Reef	383 Nautical Miles	18.2 Knots
Bligh Reef – College Fjord	57 Nautical Miles	14.3 Knots
College Fjord – Whittier	32 Nautical Miles	10.3 Knots

Total Distance 1,494 Nautical Miles

Note: 1 Nautical Mile = 1.15 Statute Miles = 1.85 Kilometres = 6076 Feet

EXTRACT FROM THE DECK LOG OF THE CRUISE V6626 JULY 31ST TO AUGUST 7TH, 2006

31st July 2006 – Vancouver BC, Canada

Coral Princess remained alongside her berth until 1628hrs. With all passengers on board, we slipped our mooring lines and thrust clear of the berth. As we cleared Canada Place, we set an initial course of 280° towards the Lions Gate Bridge leaving Vancouver Harbour. We passed under the bridge at 1651hrs. Once clear, various north westerly headings were set during the evening bound for Cape Mudge.

At 2158hrs we passed abeam of Cape Mudge and entered Discovery Passage towards Seymour Narrows, during the early hours of the morning. We commenced our northbound transit of Seymour Narrows at 2225hrs passing Race Point. Once clear of the narrows, at 2334hrs a westerly course was set through Johnstone Strait.

1st August – At Sea

Throughout the early morning we continued setting various courses bound for Blackney Passage. The transit of Blackney Passage commenced at 0320hrs, and once clear of this narrow inlet, we set a course of 309° bound for Pine Island. Once clear of the approaches to Pine Island, we dropped of our British Columbia pilots at 0648. Coral Princess then entered into Queen Charlotte Sound and Hecate Strait. Various north-westerly courses were then set.

Noon Position: 51° 47'.0N 129° 01'.5W

Wind: Westerly, Beaufort Force 4

Weather conditions: Overcast, Fine and Dry

Throughout the afternoon, we followed various courses through the Hecate Strait.

Temperature: 14°C/58°F

Barometer: 1017.8hPa



2nd August – Ketchikan

At 0405hrs our Alaska Pilot boarded, as we cleared the Hecate Strait who then assisted us in our navigation through our South East Alaska transits. We set various north westerly courses through Tongass Narrow towards Ketchikan. We arrived off the berth at 0544hrs and were all fast at 0627hrs.

Noon Position:	Alongside, Ketchikan	Temperature:	14°C / 58°F
Wind:	South Easterly, Beaufort Force 4	Barometer:	1023.5 hPa
Weather conditions:	Overcast, Fine and Dry		

Coral Princess remained alongside until 1407hrs. After slipping the lines we manoeuvred clear of the berth and set an initial northerly course through Tongass Narrows bound for Snow Passage and Cape Decision. Various north westerly courses were then set through Chatham Strait during the evening.

3rd August – Juneau

Overnight, Coral Princess set courses through Chatham Strait, Frederick Sound and Stephens Passage. At 0553hrs we entered Gastineau Channel and commenced with the final stages of the passage towards Juneau. We passed off Sheep Creek at 0615hrs, and arrived off our berth at 0647hrs. We were all fast alongside at 0716hrs.

Noon Position:	Alongside, Juneau	Temperature:	12°C / 54°F
Wind:	South Easterly, Beaufort Force 2	Barometer:	1023.2 hPa
Weather conditions:	Overcast, with Showers		

At 2053hrs, we let go our lines and commenced with the departure manoeuvre. Once we cleared the berth we set an initial course of 166° heading down Gastineau Channel retracing our previous courses. We exited the Channel at 2206hrs, and entered into Lynn Canal setting various northerly courses during the evening.

4th August – Skagway

During the early hours of the morning, Coral Princess made good progress northwards through the Lynn Canal & Taiya Inlet towards Skagway. At 0640hrs we passed the head of the pier proceeding towards our berth. Running lines ashore at 0708hrs, we were all fast alongside at 0725hrs.

Noon Position:	Alongside, Skagway	Temperature:	12°C / 54°F
Wind:	Northerly, Beaufort Force 2	Barometer:	1016.8 hPa
Weather conditions:	Overcast, with Showers		

Coral Princess remained alongside until 2010hrs. Once we recovered our lines we commenced moving astern clear of the berth and then swinging the ship bow to starboard. Once our manoeuvre was completed we set an initial course of 177° through the Taiya Inlet exiting Lynn Canal. For the remainder of the evening, various southerly courses were then set.

5th August – Glacier Bay

At 0445hrs we passed Pt. Adolphous abeam to starboard leaving Icy Strait towards Glacier Bay. We embarked our Glacier Bay Park Rangers at 0558hrs once abeam of Bartlett Cove. On completion of the boarding, we set various north westerly courses towards Margerie Glacier. We arrived off Margerie Glacier at 1005hrs and stopped for viewing.

Noon Position:	58° 54.9 N	136° 57.9 W,	Temperature:	7°C / 45°F
Wind:	Westerly, Beaufort Force 1		Barometer:	1013.3 hPa
Weather conditions:	Overcast, with Showers			

During the afternoon, we retraced our steps through Glacier Bay National Park on various south easterly courses. We arrived back off Bartlett Cove at 1455hrs where we disembarked the Glacier Bay Park Rangers. Once clear, we entered into Cross Sound and set various westerly courses bound for Cape Spencer. We arrived off Cape Spencer at 1633hrs, and disembarked our two "South East Alaska" Pilots. Once clear of the approaches to Cape Spencer, a course of 289° was then set across the Gulf of Alaska.

6th August – College Fjord

During the morning, Coral Princess continued with her transit of the Gulf of Alaska. At 1200hrs, we passed abeam of Cape Hinchinbrook and entered into the waters of Prince William Sound. We arrived off Bligh Reef at 1350hrs and embarked our "South West Alaska" Pilots to assist us on the Bridge.

Noon Position:	60° 20.3 N	146° 48.9 W, Prince William Sound	Temperature:	13°C / 56°F
Wind:	South Westerly, Beaufort Force 4		Barometer:	1012.3 hPa
Weather conditions:	Overcast with Showers			

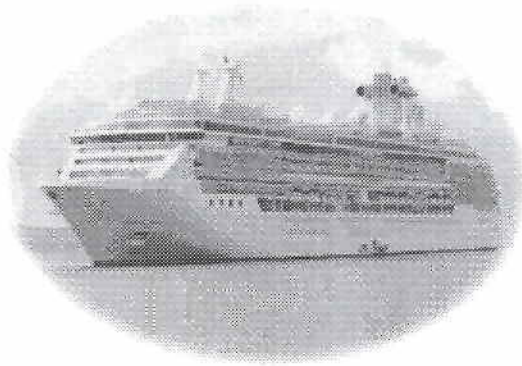
During the early hours of the afternoon, we followed various westerly courses towards Wells Passage and into the waters of College Fjord. We remained in College Fjord for viewing of the glaciers, before retracing our courses southwards.

7th August – Whittier*

With our Pilots already on board, we followed the narrow channel towards the floating berth in Whittier. We arrived off the berth around midnight and were all fast alongside soon after.

* Estimated at time of printing





CORAL PRINCESS SHIP'S PARTICULARS

Operated By	:	P&O Princess Cruises, Los Angeles
Built by	:	Chantiers de L'Atlantique Shipyards of St. Nazaire, France December 2002
Port of Registry	:	Hamilton, Bermuda
Official Number	:	733720
IMO Number	:	9229659
Call Sign	:	ZCDF4
Classification Society	:	Lloyd's Register of Shipping, London
Class Notation	:	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	:	266.18 m / 873.1 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	:	930
Propulsion Type	:	2 Synchronous Electric Motors
Diesel Engines	:	2 Diesel Electric Wartsila 16V 46C
Gas Turbine	:	General Electric LM2500, 25MW
Output of Main Engines	:	40000 kW 2 x 8.64 kW
Manufacturer of Main Engines:	:	Wartsila N.S.D. Italia S.p.A
Thrusters:	:	3 Bow Thrusters Rolls Royce 3 Stern Thrusters Rolls Royce
Propellers:	:	2 Fixed Pitch Propellers, Five Blades
Rudders:	:	2 Semi-Balanced Splade Rudders
Stabilisers:	:	2 ACH Engineering
Fuel Capacity:	:	1938 t (Heavy Fuel Oil) 1786 t (Marine Gas Oil)
Fresh Water Capacity:	:	2199 t
Cruising Speed:	:	21.5 Knots
Maximum Speed:	:	23.4 Knots