

# Log of the Cruise



**M.V. "OCEAN PRINCESS"**

**IN COMMAND**

**Captain Stefano Ravera (C.L.C.)**

**Master and Commander M.V. Ocean Princess**

**DOVER, England – NEW YORK, USA**

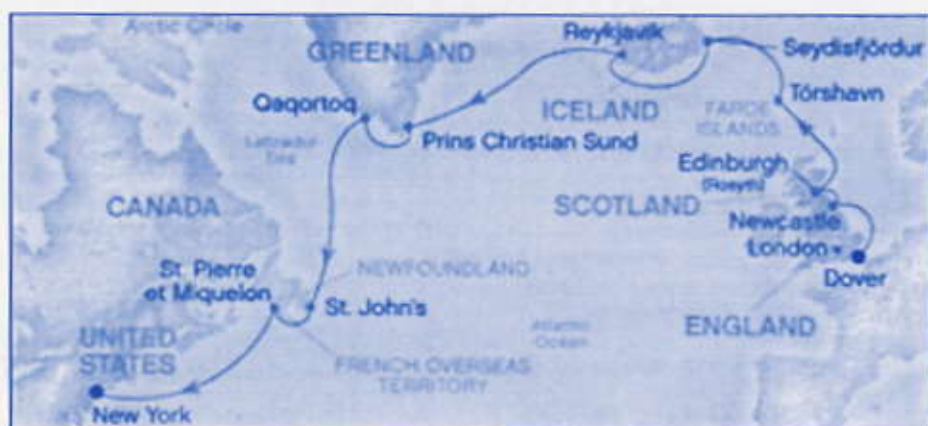
**JUNE 25<sup>TH</sup>, 2010 to JULY 13<sup>TH</sup>, 2010**

**DOVER • NEW CASTLE • ROSYTH • TORSHAVN**

**SEYDISFJORDUR • REYKJAVIK**

**PRINS CHRISTIAN SUND • QAQORTOQ • ST. JOHN'S/NF**








**ST. PEIRRE ET MIQUELON • NEW YORK**



**PRINCESS CRUISES**

*escape completely™*

## DECK / NAVIGATION OFFICERS

Staff Captain		Rikard Lorentzen, Norway	2nd in Command, Head of Deck Department
Snr. 1st Officer		Tony Ruggero, Italy	Senior First Officer/Safety Officer
1st Officer		Timothy Barrett, England	Senior Officer of the Watch (Navigator)
Snr. 2nd Officer		Alessandro Genzo, Italy	Senior Officer of the Watch
2nd Officer		Gyurov Asen Zhivkov, Bulgaria	Senior Officer of the Watch
3rd Officer		Mario Antonio Cacciuttolo, Italy	Officer of the Watch (Log Compiler)
3rd Officer		Fabio Ciccariello, Italy	Officer of the Watch

## CRUISE SUMMARY

### DISTANCE

DOVER TO NEW CASTLE .....	321.7 NAUTICAL MILES
NEWCASTLE TO ROSYTH .....	110 NAUTICAL MILES
ROSYTH TO TORSHAVN .....	425.9 NAUTICAL MILES
TORSHAVN TO SEYDISFJORDUR .....	290.5 NAUTICAL MILES
SEYDISFJORDUR TO REYKJAVIK .....	380 NAUTICAL MILES
REYKJAVIK TO PRINSCHRISTIAN SUND .....	640.3 NAUTICAL MILES
PRINSCHRISTIAN SUND TO QAQORTOQ .....	90.3 NAUTICAL MILES
QAQORTOQ TO ST. JOHN'S NF .....	815 NAUTICAL MILES
ST. JOHN'S NF TO ST. PIERRE ET MIQUELON ....	198.3 NAUTICAL MILES
ST. PIERRE ET MIQUELON TO NEW YORK .....	893 NAUTICAL MILES

Total for the cruise 4165 Nautical miles

(1 nautical mile = 1.15077 miles)

## EXTRACT FROM *Log of the Cruise* DOVER – NEW YORK

The Bridge of the Ocean Princess is situated at the forward end of Deck 8. It consists of the central enclosed Wheelhouse, which contains all the Navigational equipment and has open Bridge wings extending out over the port and starboard sides.

The Officers of the Watch perform their duties from the Wheelhouse. The Bridge is manned 24 hours a day by a qualified Navigational Officer plus one watch-keeping Able Seaman (lookout / helmsmen).

The day is divided into six four hour watches as follows:

12 to 4 Watch:	Covering the hours of 0000 hrs to 0400 hrs in the morning. Covering the hours of 1200 hrs to 1600 hrs in the afternoon.
4 to 8 Watch:	Covering the hours of 0400 hrs to 0800 hrs in the morning. Covering the hours of 1600 hrs to 2000 hrs in the evening.
8 to 12 Watch:	Covering the hours of 0800 hrs to 1200 hrs in the morning. Covering the hours of 2000 hrs to 2400 hrs in the evening.

Our Deck Officers are of international extract all holding Certificates of Competence issued by their home states and in addition hold an equivalent License issued by the Bermudan Government.



# EXTRACT FROM THE DECK LOG BOOK

## 25TH JUNE - DOVER

Throughout the day Ocean Princess lay alongside the berth embarking passengers and loading stores in preparation for her next cruise to New York. In the late afternoon when all passengers and crew were confirmed onboard, the gangways were shipped and the mooring lines let go as the vessel was then manoeuvred off the berth and out of the harbour. Once clear of the breakwater the local pilot was disembarked and "Full Away on Passage" was set. Throughout the night we continued on various northerly headings towards Newcastle.

## 26TH JUNE - AT SEA

Throughout the day Ocean Princess followed various Northerly courses towards Newcastle.

Position at noon: 53°08.0'N 001°36.2'E  
Sky at noon: Sunny  
Wind: Light wind  
Temperature: 17°C/62°F  
Air pressure: 1019.8mb

At 21:22 Ocean Princess crossing the meridian of Greenwich in position 54°11.7'N 000°00.0'E/W

## 27TH JUNE - NEW CASTLE

Ocean princess contacted our local pilot via VHF to confirm our arrival. With a shell door opened and a ladder rigged on the port side the pilot boarded at 05:44. The vessel then passed through the breakwaters at 05:57 under his guidance. The ship was stopped inside the Shields Harbour Reach at 06:30 where we approached Starboard side too where we were all fast at 06:42. At 06:59 Ship was clear for passenger and crew to proceed ashore.

Position at noon: Northubrian Quay  
Sky at noon: Clear  
Wind: Light wind  
Temperature: 22°C/ 71°F  
Air pressure: 1017. Mb

At 16:25 all passengers and crew were confirmed on board, and soon after all our pre-departure checks were complete; At 16:51 we had all our mooring lines on board and start lifting off the pier and proceed gathering head way towards Jarrow Slake Swinging area. At 17:05 Ocean Princess in position ready to swing bow to Starboard. At 17:15 with the swing complete, we slowly began making headway setting courses towards the Rosyth.

## 28TH JUNE - ROSYTH

Our local pilot boarded from the port side at and full hands were on stations forward and aft by 05:45. We made our final approach to the berth starboard side alongside at around 06:41. The first line was sent ashore at 07:10 and the gangways were swung out. At 07:34 Clearance was granted for all passengers and crew to proceed ashore.

Position at noon: North Wall Quay  
Sky at noon: Mostly Cloudy  
Wind: South South Eastely Force 2/3  
Temperature: 19°C/66°F  
Air pressure: 1016.6 mb

On departure our mooring stations were standing by as the last remaining gangway was removed from the dockside at 18:22, the command was then given to let go and all lines were clear at 18:42. As we thrust off the berth the bow was swung to Starboard and once was complete we slowly moved ahead, and then was a short transit to clear the Rail Road Bridge. At 19:09 the engine control room were then given the order to bring the engines up to our passage speed.

## 29TH JUNE - AT SEA

Throughout the day Ocean Princess navigated across the North Sea, Pentlands and the North Atlantic towards Torshavn.

Position at noon: 58°43.9'N 003°12.1'W  
Sky at noon: Overcast  
Wind: North Westerly Force 2/3  
Temperature: 13°C/ 55°F  
Air pressure: 1015.2mb

## 30TH JUNE - TORSHAVN

Early in the morning Ocean Princess made landfall off Sundroy Island to port followed by Sanday Island as she entered into Nolso Fjord. We embarked our local pilot at 06:15 as we make our final approaches towards the berth. We were all fast alongside by 0700 with gangways ready for you to proceed ashore.

Position at noon: Molin Berth #1  
Sky at noon: Partly Cloudy  
Wind: Easterly Force 2/3  
Temperature: 10°C/ 50°F  
Air pressure: 1018 mb

On departure our mooring stations were standing by as the last remaining gangway was removed from the dockside at 15:38. All lines

were let go at 15:42 and we manoeuvred astern off the berth until we were outside the breakwater with safe distances to swing the bow to port. At 16:03 the engine control room were then given the order to bring the engines up to our passage speed. North - Easterly courses were then set towards Seydisfjordur.

## 1ST JULY - SEYDISFJORDUR

Ship's clocks were retarded 1 hour at 02:00 to GMT 0

Early in the morning we entered to Seydisfjordur and once at the end of the fjord we let go our Starboard anchor at 09:37 and with the ship's tender in the water commenced tender operations for passengers to go ashore at 09:40. Once the pier was clear from the local ferryboat we moved alongside, at 12:00 "Standby Below" was rung, ensuring the engines were ready for manoeuvring and full hands were on stations forward and aft, at 12:20 the starboard anchor was on board and we commenced moving astern towards our berth and coming alongside starboard side to the pier. At 13:22 vessel was secured alongside with 5+2 lines Fwd /Aft and the gangway rigged and ready for all passengers to proceed ashore.

Position at noon: South Pier  
Sky at noon: Overcast with Drizzle  
Wind: North North Easterly Force 4  
Temperature: 7°C/ 45°F  
Air pressure: 1008.7 mb

In the evening, once all passengers and crew were confirmed back onboard the gangways were shipped and the shell doors closed as the mooring lines were let go and Ocean Princess made a quick exit straight out of the Fjord

## 2ND JULY - AT SEA

During our day at sea Ocean Princess at 01:57 Crossing the Arctic Circle northbound in position (66°43.3'N 016°10.4'W) where at 04:50 we rich the haggiest point of latitude in position (66°37.2'N 018°01.1'W) before crossing again the Arctic Circle Southbound in position (66°33.6'N 020°38.0'W) at 09:12

Position at noon: 66°31.8'N 000°00.2'W  
Sky at noon: Overcast  
Wind: North Westerly Force 2/3  
Temperature: 8°C/ 46°F  
Air pressure: 999.1mb

## 3RD JULY - REYKJAVIK

This morning at 05:57 Ocean Princess opened her port side shell door and rigged the pilot ladder, a few minutes later our local pilot was onboard and we made our final approaches into the harbour. At 06:32 the Captain commenced swinging the bow around to starboard before moving the vessel side wards to the berth. Once alongside the berth portside side too, the deck 4 gangway was rigged and ready for you to proceed ashore. During our stay in Reykjavik a bunker barge lay alongside our starboard side, loading fuel oil in preparation for our next voyage.

Position at noon: Skarfabaki Berth  
Sky at noon: Mostly sunny  
Wind: Light Wind  
Temperature: 14°C/ 57°F  
Air pressure: 987.8 mb

In the early afternoon the fuel was all loaded and departure checks commenced to ensure the ship would be in all aspects ready to proceed to sea. Once clear of the breakwater, "Full Away on Passage" was set South Westerly courses across the North Atlantic Ocean towards our next destination Prins Christian Sund (Greenland)

## 4TH JULY - AT SEA

Ship's clocks were retarded 1 hour at 02:00 to GMT-1

Throughout the day Ocean Princess navigated across North Atlantic towards Prins Christian Sund (Greenland)

Position at noon: 62°13.7'N 032°39.8'W  
Sky at noon: Overcast  
Wind: North North Easterly Force 5  
Temperature: 9.7°C/ 49.4°F  
Air pressure: 999.0mb

## 5TH JULY - PRINS CHRISTIAN SUND

Ship's clocks were retarded 1 hour at 02:00 to GMT-2

During the day Ocean Princess spend her time inside the Prins Christian Sund as we make our scenic cruise.

Position at noon: 60°08.5'N 043°45.3'W  
Sky at noon: Overcast  
Wind: Light Wind  
Temperature: 8°C/ 46°F  
Air pressure: 1007.4mb



#### 6TH JULY - QAQORTOQ

Early in the morning we approached to Qaqortoq and once at the anchor position we let go our Port anchor at 07:46 and with the ship's tender in the water commenced tender operations for passengers to go ashore at 08:00.

Position at noon: 60°42.9'N 046°01.9'W  
Sky at noon: Mostly Clear  
Wind: Light Wind  
Temperature: 9°C/ 48°F  
Air pressure: 1010.24mb

Once the last tender and anchor was confirmed on board we set South westerly course en route to St. John's

#### 7TH JULY - AT SEA

Throughout the day Ocean Princess navigated across Labrador Sea towards St John's

Position at noon: 56°38.8'N 048°06.0'W  
Sky at noon: Overcast  
Wind: Westerly Force 4/5  
Temperature: 10°C/ 50°F  
Air pressure: 1016.5mb

#### 8TH JULY - AT SEA

*Ship's clocks were retarded 30 minutes at 02:00 to GMT-2.5*

Throughout the day Ocean Princess navigated across Labrador Sea towards St. John's

Position at noon: 51°24.0'N 050°19.2'W  
Sky at noon: Overcast  
Wind: South Westerly Force 4  
Temperature: 6°C/ 42.8°F  
Air pressure: 1021.4mb

#### 9TH JULY - ST. JOHNS NEW FOUNDLAND

Early this morning Ocean Princess made landfall off the coast of Newfoundland in the Avalon Peninsula. We embarked our local pilot at 06:58. With the pilot on board the vessel will alter course to starboard and follow St Georges Leads through the North and South Heads into St John's Harbour where at 07:20 the ship was stopped and swung bow to port so as to face out to sea and ready for departure. We sent our first mooring line ashore at 07:50 and soon after the gangway were landed on deck 3 and rigged for all passenger and crew to proceed ashore

Position at noon: St John's Berth #10/11  
Sky at noon: Sunny  
Wind: Light Wind  
Temperature: 26°C/ 78°F  
Air pressure: 1014.5mb

At 17:01 all passengers and crew were confirmed on board, and soon after all our pre-departure checks were complete. At 17:03 we had all our mooring lines on board and began thrusting off our berth. After the pilot disembarkation the speed was then increased to the required for the next port St. Pierre Et Miquelon.

#### 10TH JULY - ST. PIERRE ET MIQUELON

*Ship's clocks were advanced 30 minutes at 02:00 to GMT-2*  
Our local pilot boarded at 07:18 and discussed with the Captain the local conditions for our approach to the berth. All pre arrival checks were complete in the morning at 07:43, on our approach, a tug was in Sanding by while we proceed onto our pier, where the vessel was made all fast at 08:50.

Position at noon: Qual en eau Profonde Berth  
Sky at noon: Overcast with rain showers and fog  
Wind: South westerly force 4  
Temperature: 18°C/ 64°F  
Air pressure: 1016.1mb

At 16:31 all passengers and crew were confirmed back on board. We then shipped our gangway and secured the shell doors for sea. At 16:57 all the mooring lines were let go and the vessel commenced thrusting off the berth and once we had a safety distance from the berth we commence the swing bow to starboard, when completed Ocean Princess set courses towards New York

#### 11TH JULY - AT SEA

*Ship's clocks were retarded 1hr at 02:00 to GMT-3*

Throughout the day Ocean Princess navigated across the Banquereau Bank (Atlantic Ocean) paralleling the South Coast of Nova Scotia towards New York

Position at noon: 43°53.8'N 062°18.0'W  
Sky at noon: Overcast  
Wind: South westerly force 6  
Temperature: 20.7°C/ 69.2°F  
Air pressure: 1013.3mb

#### 12TH JULY - SEA

*Ship's clocks were retarded 1hr at 02:00 to GMT-4*

Throughout the day Ocean Princess navigated across Georges Bank and South of New England Bank towards New York

Position at noon: 40°41.3'N 068°51.9'W  
Sky at noon: Overcast  
Wind: Southerly Force 3/4  
Temperature: 20°C/ 68°F  
Air pressure: 1012mb

#### 13TH JULY

\*03:00 the ship rang 'Stand by below' making her final approaches

\*03:15 boarding time of the local pilot

\*04:00 passing Verrano bridge

\*05:00 passing on our portside the Statue of Liberty

\*06:00 safely alongside the berth

\*these time are estimated at the time of going to print

\* Indicates estimated at time of printing.

1 Nautical Mile = 1.15 Statute Miles.

Wind force refers to the Beaufort scale

*We hope you have enjoyed your cruise with us.*

*We also hope that we will have the pleasure of taking you*

*To yet more interesting and exciting ports of call in the future.*

*From the Bridge Team, we wish you a safe and pleasant onward journey*

## M.V. "OCEAN PRINCESS"

### SHIP'S PARTICULARS

Built, Chantiers de l'Atlantique in Saint-Nazaire, France 1999

Port of Registry	•	Hamilton
Call Sign	•	ZCDS4
Official Number	•	732138
Gross Tonnage	•	30,277
Net Tonnage	•	11,481
Length Overall	•	180.45 meters (592 feet)
Breadth	•	25.46 meters (83 feet)
Fuel Capacity	•	750 tons
Fresh Water Capacity	•	600 tons
Normal Passenger Capacity	•	680
Normal Crew Figure	•	373
Cruising Speed	•	20 knots