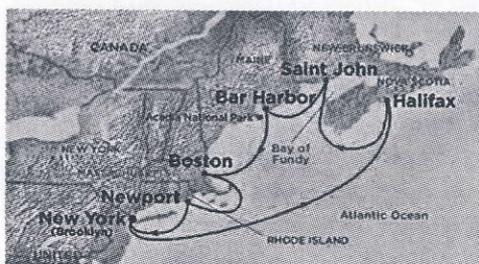


LOG OF THE CRUISE



7-DAY CANADA & NEW ENGLAND CRUISE

Regal Princess® — October 10 to October 17, 2015



In command 
Captain John Foster

Captain John Foster was born in the maritime city of Liverpool, England, on the banks of the River Mersey.

He started his seafaring career as an Officer Cadet with Esso Tankers at age 16. After completing his cadetship, he joined his first Princess ship – the former Royal Princess. In 1996, Captain Foster earned his Master Mariners certificate and has since served on several ships throughout the Princess fleet.

Captain Foster still resides in Liverpool where he enjoys golfing and fishing when he's not at sea.

Cruise Summary

| Ports | Distance (Nautical Miles) | Speed (Knots) |
|--------------------|---------------------------|---------------|
| New York- Halifax | 575 | 16.4 |
| Halifax -St John | 281 | 17.3 |
| St John-Bar Harbor | 118 | 9.8 |
| Bar Harbor-Boston | 168 | 17.2 |
| Boston -Newport | 276 | 19.0 |
| Newport-New York | 141 | 16.6 |

Total Distance Travelled from New York to New York

1559 Nautical Miles = 1794.0 Statute Miles = 2887.0 Kilometers

Note: 1 Nautical Mile = 1.15 Statute Miles = 1.852 Kilometers



The following log features extracts from the Ship's Official Log Book, with the entries recorded by the Officer of the Watch on the Navigational Bridge.

New York, United States – 10th October 2015

At 17:20, with all pre-departure checks satisfactorily completed, Regal Princess slipped her moorings and maneuvered clear of the berth. After swinging the bow to starboard we made our way through the channel out of the harbor passing underneath the Verrazzano Bridge by 18:00. We disembarked our pilot at 19:00 and began our sea passage setting easterly courses through the Ambrose to Nantucket Fairway which we followed for the remainder of the evening.

Sky at Noon: Cloudy with chance of rain
Temperature: 15.0°C / 59°F
Wind: NE Force 8
Air Pressure: 1030.0hPa

At Sea – 11th October 2015

The Regal Princess followed an easterly course through the Ambrose to Nantucket fairway throughout the evening and early morning keeping George Bank on her Port side. At 15:30 in the afternoon we cleared the fairway setting a northeasterly course towards our first port of call Halifax.

Sky at Noon: Partly Cloudy
Temperature: 17.5°C / 63.5°F
Wind: ENE'ly Force 4
Air Pressure: 1023.0 hPa
Noon Position: 40°39.9'N - 068°34.9' W

Halifax – 12th October 2015

Regal Princess maintained her northeasterly course throughout the evening and early morning. On our final approach to Halifax we followed the traffic lanes towards the harbor entrance. Prior to entering the harbor we altered course to the north and follow the buoyed channel towards our berth. The local Pilot embarked at 06:45am upon entering the buoyed channel, 7.5 nm/ 12km from our berth and we were alongside at 07:50am.

Sky at Noon: Partly cloudy
Temperature: 18°C / 65.0°F
Wind: E'ly Force 3
Air Pressure: 1023.0 hPa

At 16:16 all pre-departure checks were completed and with the help of the local Pilot the Bridge Team unmoored the ship, thrust her off the berth and moved astern. Once clear of Georges Island, we swung the bow to port and set a southerly heading into the buoyed channel. We left Mc Nabs Island on the portside and disembarked the Pilot at 17:07. Once clear of the harbor limit Regal Princess set southwesterly courses throughout the Night.

St John's - NB – 13th October 2015

Regal Princess kept a southwesterly course following the coast of Nova Scotia on her starboard side. At 00:30am we rounded the southern Point of the Nova Scotia Peninsula, navigating the Gulf of Maine. On our final approach to St John we set a northeasterly course through the Fundy Traffic Lane and embarked the pilot 4miles south of Partridge Island at 07:15. He assisted the bridge team in navigating the Regal Princess north through the mouth of the St John River towards our berth, Diamond Jubilee.

Sky at Noon: Overcast
Temperature: 15.0°C / 59.0°F
Wind: S'ly Force 2
Air Pressure: 1009.0hPa

At 22:20, with all passengers and crew onboard and all departure checks complete, Regal Princess slipped her moorings, thrust off of the berth coming ahead and once in the swinging basin, we swung the bow to starboard and made our way out of the harbor. At 23:55 Pilot was disembarked and the Regal Princess set a southerly heading across the Gulf of Maine towards Bar Harbor.

Bar Harbor – 14th October 2015

Once clear of the St John River we set a southwesterly course following the Fundy Traffic lane. We then set a westerly course, exiting the traffic scheme towards Bar Harbor. On entering Frenchman Bay the local pilot embarked at 05:20 and assisted the bridge team to anchor the Regal Princesses at our designated anchorage.

Sky at Noon: Partly Cloudy
Temperature: 16°C / 61.0F
Wind: W'ly Force 4
Air Pressure: 1010.0hPa



At 18:02, with all passengers and crew onboard and all departure checks complete, Regal Princess recovered her anchor and retraced her route out of Frenchman Bay. Once clear from the Bay we set southwesterly courses across the Jeffreys Bank into the Massachusetts bay.

Boston – 15th October 2015

On our final approach to Boston we entered the Massachusetts Bay where we embarked our pilot at 05:00. He helped the Bridge Team to navigate the ship into the Boston North Channel and then President Road towards our berth, Main Terminal Pier.

Sky at Noon: Sunny
Temperature: 15°C / 59°F
Wind: W 'ly Force 2
Air Pressure: 1016.0 hPa

At 16:00, with all passengers and crew onboard and all departure checks complete, Regal Princess slipped her moorings and thrust off of the berth coming astern. Once clear of the Pier we swung our bow to port into the middle of the Main Channel. Under the guidance of the pilot we cleared the Main Channel and the Harbor limits. Once clear of the Boston South Channel we disembarked the pilot at 17:05 and set a southerly course following the Massachusetts Traffic Lane leaving Cape Cod on our starboard side 7 nautical mile away.

Newport – 16th October 2015

At 23:00 we left the Massachusetts Traffic Lane setting westerly courses across the Georges Bank. At 06:00 we set a northerly course in the traffic scheme towards Newport. Prior to entering the Anchorage Bay we embarked the Pilot at 07:45 and with his assistance we made the final approach to our designated anchorage position.

Sky at Noon: Partly Cloudy
Temperature: 15°C / 59°F
Wind: W'Ly Force 4
Air Pressure: 1013.5hPa

On departure the Bridge team will retrace the course from the anchorage area, setting southerly courses first and then westerly courses approaching New York.

***New York, USA – 17th October 2015**

** The local Pilot will embark at 03:45 to assist the bridge team in navigating the Ambrose channel, sailing underneath the Verrazano Bridge (at approximately 05:20) and along the Long Island Sound towards our berth in Brooklyn. On our final approach to the berth, at approximately 06:00, we will enter Buttermilk Channel where you will be able to see Liberty Island on our port side.*

** Estimated at time of going to print.*



REGAL PRINCESS®

Operated by: Princess Cruises

Length overall: 329.8m - 1,082ft

Delivered: 15th May, 2014

Registry: Hamilton, Bermuda

Breadth: 38.4m - 126.7ft

Classification society: Lloyd's Register

Gross registered tonnage: 142,714 tons

Builders: Fincantieri Cantieri Navali Italiani (Hull 6223)

Maximum # of passengers: 4,222

Net registered tonnage: 116,807 tons

Keel laid: 14th December, 2010

Maximum # of crew: 1,378

Draught: 8.50m - 27.9ft

Bridge Command and Control Team

| | | |
|-----------------------|----------------------|---------------------------------|
| Master | John D Foster | Captain, In Command |
| Staff Captain | Aldo Traverso | 2nd In Command |
| Senior First Officer | Alessandro Genzo | Statutory Safety Officer |
| First Officer | Michele Russo | Senior Watch keeper - Navigator |
| Senior Second Officer | Lee James Bradfield | Senior Watch keeper |
| Second Officer | Giuliano Andini | Senior Watch keeper |
| Third Officer | Palma Arpino | Junior Watch keeper |
| Third Officer | Luigi Cenatiempo | Junior Watch keeper- Log Author |
| Third Officer | Eilidh Siobhan Barry | Junior Watch keeper |

The Bridge is manned 24 hours a day by two Officers working four hours on, eight hours off, in a three watch system.

0000-0400 - 0400-0800 - 0800-1200 - 1200-1600 - 1600-2000 - 2000-2400

Farewell Message from the Bridge

It has been a great pleasure to have you onboard Regal Princess. We hope you've had a wonderful journey and were able to escape completely during your cruise with Princess Cruises. Have a safe journey home and we look forward to welcoming you back onboard soon.

Captain Foster and the Bridge Team