

8-Day Dover to Dover

Ocean Princess® — August 22, 2013 to August 30, 2013



In command Captain Carlo Servillo

Captain Carlo Servillo was born in Molfetta, Italy in 1958. He began attending the Nautical School F. Caracciolo in Bari at the tender age of 14. His career at sea began in 1978 and then he joined Carnival Cruise Lines in 1981 as Junior Officer. In 1988 he joined the Sitmar

Cruise Lines as 2nd Officer before coming to Princess Cruises a few months later. His first senior appointment was as Staff Captain on Sun Princess in 1999. He was promoted to Captain aboard the former Tahitian Princess six years later. Captain Servillo has been happily married to his wife Anna Maria since 1985, and is the proud father of two daughters, Luciana and Ilaria.

Cruise Summary

Ports	Distance (Nautical Miles)	Speed (Knots)
Dover to Rosyth	415 Nautical miles	11.60 Knots
Rosyth to Dublin	619 Nautical miles	16.80 Knots
Dublin to Milford Haven	130 Nautical miles	13.00 Knots
Milford Haven to St. Peter Port	243 Nautical miles	17.50 Knots
St. Peter Port to Dover	205 Nautical miles	18.60 Knots

Total Distance Travelled

1,612 Nautical miles = 1,855 Statute Miles = 2,985 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.

Thursday, 22nd August 2013 **Dover**

Position at noon: "Alongside in Dover"

Sky at noon: Overcast with light rain

Wind: Light Airs

Temperature: 18°C / 64°F

Air pressure: 1021.2 mb

Once Ocean Princess had welcomed aboard all her passengers embarking in Dover, we closed the last shell door at 1640 and detached the Jetway. The singling up of our lines began at 1646 and we rang Standby Below on our engines shortly after at 1650. At 1656 we let go our last lines and began our transit out of the harbour passing the breakwaters and setting courses towards the pilot disembarkation ground. We rang Full Away at 1718 and shortly thereafter began our transit of the busy separation schemes.

Friday, 23rd August 2013 **At Sea**

Throughout the night we transited the Dover Separation schemes as we set initially easterly courses along the south coast of England. Early this morning we altered course setting northerly courses passing through the North Sea oil fields.

Position at noon: "53°44.9'N 000°42.0'E"

Sky at noon: 6/8 Cloud cover

Wind: South-easterly, Force 4

Temperature: 16°C / 61°F

Air pressure: 1018.7 mb

At 1603 this afternoon we crossed the Greenwich Meridian and throughout the day continued to pass along the East coast of England towards Rosyth.

Saturday, 24th August 2013 **Rosyth**

At 0500 Standby Below was rung on our engines. We embarked our local pilot at 0506 and set courses towards the entrance channel. At 0538 Ocean Princess was abeam of buoy 8 which marks the entrance to the channel and we began our passage towards our berth. At 0619 we passed

under the famous 'Forth Railway Bridge' which also marks our final approach to our berth. Our first lines were sent ashore at exactly 0700 and by 0713 we were all fast forward and aft. The gangway was rigged and inspected by 0720 and we began letting passengers ashore to enjoy the delights of Rosyth.

Position at noon: "Alongside in Rosyth"

Sky at noon: Overcast

Wind: Light Airs

Temperature: 15°C / 59°F

Air pressure: 1016.5 mb

Throughout the afternoon and evening, Ocean Princess lay quietly alongside her berth.

Sunday, 25th August 2013 **Rosyth**

Throughout the night and into the morning, Ocean Princess lay quietly alongside her berth.

Position at noon: "Alongside in Rosyth"

Sky at noon: 6/8 cloud cover

Wind: Light Airs

Temperature: 15.0°C/59°F

Air pressure: 1020.1 mb

At 1330 we began our pre-departure navigational checks in preparation to leave Rosyth. At 1528 with all passengers onboard the shore gangway was landed and the local pilot boarded to assist the bridge team leaving Rosyth. At 1615 we passed back under the 'Forth Railway Bridge' and we continued setting courses through the buoyed channel. Our local pilot disembarked at 1701 and full away was rang 5 minutes later. At 1815 we passed the Isle of May and we set various courses towards the tip of Scotland.

Monday, 26th August 2013 **At Sea**

At 0405 this morning, Ocean Princess passed Duncansby Head, which marked our course alteration to the west. We passed abeam of the 'Island of Stroma' shortly thereafter and transited the northern most part of Scotland. At 0727 Ocean



Princess was abeam of Cape Wrath, whereupon we altered course to the South-west, setting headings towards Dublin.

Position at noon: "57°12.8'N 006°32.2'W"

Sky at noon: Overcast

Wind: South-south-westerly, Force 7

Temperature: 18°C/64°F

Air pressure: 1019.9 mb

Tuesday, 27th August 2013 **Dublin**

At 0515 this morning we rang Standby on our engines, our local pilot was embarked at 0528, and he assisted the bridge team as we made our approach. At 0542 Ocean Princess entered the buoyed channel, making our final approach courses towards our berth.

Position at noon: "Alongside in Dublin"

Sky at noon: Overcast throughout

Wind: Light Airs

Temperature: 18.0°C/64°F

Air pressure: 1022.8 mb

Throughout the day, Ocean Princess lay quietly alongside her berth in Dublin. At 1530 we began our pre-departure navigational checks, embarking our local pilot at 1710. At 1746 we removed our gangway and began singling up our lines shortly after. Our last line was gone at 1758 and the Captain began thrusting the ship off the berth. At 1836 once clear of the buoyed channel we disembarked our local pilot and shortly thereafter rung off our engines at 1840. We then commenced setting our courses across the Irish Sea towards Milford Haven.

Wednesday, 28th August 2013 **Milford Haven***

Throughout the night, Ocean Princess set various courses across the Irish Sea. At 0515 we rang standby on our engines, embarking our local pilot shortly after at 0530. The local pilot guided us to the anchorage where we dropped our port anchor and rigged the pontoons to take you all ashore.

Position at noon: "Anchored in Milford Haven"

Sky at noon: Partly cloudy

Wind: North-Westerly, Force 3

Temperature: 17.0°C/63°F

Air pressure: 1020.0 mb

At 1600 standby below was rung, we commenced heaving up our anchor and securing our tenders for sea. Once the anchor was brought home we started our passage out of the river, disembarking our pilot at 1640 and beginning our passage to St Peter Port, which will be our final port of call this cruise.

Thursday, 29th August 2013 **St. Peter Port***

Once clear of the Traffic Separation Scheme off Falmouth, Ocean Princess set various southerly and south-easterly courses towards St Peter Port. At 0645 standby was rung on our engines, our local pilot was embarked at 0700 who guided us to our anchorage. Once in position, our anchor was dropped and we began our tender service ashore.

Position at noon: "Anchored in St Peter Port"

Sky at noon: Partly Cloudy

Wind: South-Westerly, Force 4

Temperature: 18.0°C/64°F

Air pressure: 1019.0 mb

Throughout the day Ocean Princess lay quietly at anchor, at 1500 we commenced heaving our anchor, securing the pontoons for sea and bringing the tenders to their stowed position. By 1515 we were underway disembarking our pilot at 1525 and ringing off on our engines shortly after at 1530.

Friday, 30th August 2013 **Dover***

This morning we will ring Standby on our engines at 0230. We expect to board our pilot at 0245 who will assist the bridge team approaching the Dover breakwaters. Once we have entered we will berth at the Cruise Terminal, expecting to be alongside by 0340 to commence our disembarkation operations.

*Indicates times were approximate at time of printing.



Ocean Princess®

Operated by: Princess Cruises

Registry: Hamilton, Bermuda

Gross registered tonnage:
30,277

Net registered tonnage: 11,481

Draught: 5.965m - 19.61ft

Length overall: 180.45m - 592ft

Breadth: 25.46m - 83.53ft

Builders: Chantiers de L' Atlantique

Delivered: 22nd October 1999

Keel Laid: 12th January 1998

Classification society:
Bureau Veritas

Max pax: 777

Max crew: 373

Bridge Command and Control Team

Captain	Carlo Servillo	Master, In Command
Staff Captain	Tony Ruggero	2nd in Command, Head of Deck Department
Senior First Officer	Salvatore d'Esposito	Senior Officer of the Watch, Ship's Safety Officer
First Officer	Nicola Fittipaldi	Senior Officer of the Watch - Navigator
Senior Second Officer	Plamen Marinov	Senior Officer of the Watch
Second Officer	Fabrizio Scinicariello	Junior Officer of the Watch
Third Officer	Philip Cave	Junior Officer of the Watch (Log Author)
Third Officer	Giovanni Guida	Junior Officer of the Watch

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 Ocean Princess. We hope you've had a wonderful journey and were able to escape completely during your cruise with Princess. Have a safe journey home and we look forward to welcoming you back onboard soon.

Captain Carlo Servillo and the Bridge Team