

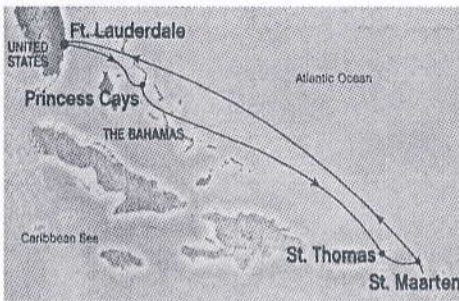


# Log of the Cruise

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## 7-Day Eastern Caribbean Cruise

Regal Princess<sup>®</sup> — November 23 to November 30, 2014



In command   
Captain Edward Perrin

Captain Edward Perrin was born in Dorset, England, where he became fascinated with watching ships depart from local ports. After attending the College of Maritime Studies in Southampton, he earned his Master's Certification in 1994.

The following year, Captain Perrin joined Princess Cruises. His first command was aboard the former Tahitian Princess in French Polynesia.

At home, Captain Perrin sails on a much smaller boat, where he prefers handing over the reins of driving so he can take care of the catering instead!

## Cruise Summary

Ports	Distance (Nautical Miles)	Speed (Knots)
Port Everglades, Florida to Princess Cays, Eleuthera	277	18.1
Princess Cays, Eleuthera to St. Thomas, Charlotte Amalie	739	19.5
St. Thomas, Charlotte Amalie to St. Maarten, Philipsburg	111	10.6
St. Maarten, Philipsburg to Port Everglades, Florida	1,074	18.1

### Total Distance Travelled from Port Everglades to Port Everglades

2,201 Nautical Miles = 2,531 Statute Miles = 4,076 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.

### Port Everglades — Sunday, November 23, 2014

At 16:28, with all pre-departure checks satisfactorily completed, Regal Princess slipped her moorings and maneuvered clear of the berth. After swinging the bow to Port we made our way through the channel out of the harbor before disembarking our pilot at 16:56. We then began setting a North Easterly course across the Straits of Florida and at 19:18, we passed the Northern point of the Great Bahama Bank as we began transiting the North West Providence Channel between the islands of the Bahamas.

**Sky at Noon:** 4/8 Cloud Cover  
**Wind:** East-Southeasterly, Force 5  
**Temperature:** 28°C / 82.4°F  
**Pressure:** 1016.5 hPa

### Princess Cays — Monday, November 24, 2014

In the early hours of the morning, Regal Princess transited the North East Providence channel before altering to a South Easterly course at 03:00 as we passed North of Eleuthera Island. At 04:15, we passed Palmetto Point 6 nautical miles on our Starboard side as we began setting a Southerly course parallel to the coast of Eleuthera. At 07:40 we passed Eleuthera point 2 nautical miles on our Starboard side as we entered Exuma Sound and made our final approaches to our anchorage near Bannerman Town. We let go our Starboard anchor at 08:56 and shortly afterwards, with the vessel safely brought up, the tenders were lowered to the water and passenger tender service was commenced.

**Sky at Noon:** 4/8 Cloud Cover  
**Wind:** Southeasterly, Force 6  
**Temperature:** 28°C / 82.4°F  
**Pressure:** 1017.7 hPa

With all passengers and crew onboard and all pre-departure checks complete, Regal Princess recovered her tenders and began hoisting her anchor. Once anchor was aweigh at 16:38, we began maneuvering out of our anchorage and setting a South Easterly course through Exuma Sound and at 17:00 we passed Rum Cay 6 nautical miles on our Port side as we exited the sound, setting a South Easterly course across the Caribbean Sea.

### At Sea — Tuesday, November 25, 2014

At 01:00, Regal Princess crossed the Mayaguana Passage, passing Mayaguana Island 13 nautical miles on our Starboard side as we continued to set South Easterly courses through the North Atlantic Basin. During the morning we crossed the Caicos Passage to the North of the Caicos Islands and at 06:55 we passed 18 nautical miles North of Grand Turk.

**Noon Position:** 21° 44.7' N 070°57.9' W  
**Sky at Noon:** 3/8 Cloud Cover  
**Wind:** Easterly, Force 7  
**Temperature:** 28°C / 82.4°F  
**Pressure:** 1018.9 hPa

Throughout the remainder of the day, we continued to set South Easterly courses through the North Atlantic Ocean parallel to the coast of Hispaniola, 70 nautical miles on our Starboard side as we proceeded towards the Virgin Islands.

### St. Thomas — Wednesday, November 26, 2014

After continuing on our South Easterly course throughout the night, Regal Princess transited the Virgin Passage as we made our final approaches towards St Thomas, passing Saba Island at 08:00, 2 nautical miles on our Port side as we began setting an Easterly course parallel to the Southern coast of St Thomas. After boarding our pilot at 08:10 we altered to a Northerly course as made our final approaches towards Charlotte Amalie. Once inside the harbor, we start maneuver alongside our berth where we were secured Starboard side alongside at 09:00.

**Sky at Noon:** 2/8 Cloud Cover  
**Wind:** East-Northeasterly, Force 3  
**Temperature:** 33°C / 91°F  
**Pressure:** 1016.5 hPa

At 18:30, with all passengers and crew onboard and all departure checks complete, Regal Princess slipped her moorings, thrust off of the berth and once clear, we swung the bow to Starboard and made our way out of the harbor before disembarking our pilot at 19:40. After rounding Frenchcap Cay 2.5 nautical miles on our Port side, we began setting a South Easterly course until



21:00. After that we began setting an Easterly course across the Caribbean Sea towards the Island chain of the Lesser Antilles.

### St. Maarten — Thursday, November 27, 2014

During the night, Regal Princess maintained her Easterly heading across the Caribbean Sea before making our approaches to St. Maarten in the morning. We made our final approaches to the South of St. Maarten, passing Fort Amsterdam on our Port side as we embarked our pilot at 06:13 before maneuvering the vessel alongside our Berth and we were safely moored Port side alongside at 07:08.

**Sky at Noon:** 5/8 Cloud Cover

**Wind:** Easterly, Force 3

**Temperature:** 32°C / 89.6°F

**Pressure:** 1014.2 hPa

With all pre-departure checks complete and all passengers and crew onboard, Regal Princess started singling up her mooring lines and at 18:03, with all lines gone, we lifted off the berth and began moving ahead making our way out of the harbor. After that we altered course to Starboard, setting a Westerly course across parallel to the Southern coast of St. Maarten until at 18:30, we passed Pelikaan Point on our Starboard side as we began setting a North Westerly course.

### At Sea — Friday, November 28, 2014

Overnight, Regal Princess continued to set a North Westerly course through the North Atlantic Ocean, crossing the Puerto Rico trench during the morning as we passed 72 nautical miles North East of the island of Puerto Rico.

**Noon Position:** 21° 12.1' N 068°18.2' W

**Sky at Noon:** 2/8 Cloud Cover

**Wind:** Light Airs

**Temperature:** 29°C / 84°F

**Pressure:** 1014.5 hPa

In the afternoon, we maintained our North Westerly heading, passing Hispaniola 124 nautical miles on our Port side as we crossed the Nares Abyssal Plane.

### At Sea — Saturday, November 29, 2014

After continuing on our North Westerly course throughout the night, Regal Princess passed the Caicos Islands during the early hours of the morning, passing the Caicos passage which lies between the islands of Mayaguana and North Caicos.

**Noon Position:** 24° 53.2' N 075°06.5' W

**Sky at Noon:** Overcast

**Wind:** Northeasterly, Force 7

**Temperature:** 25°C / 77°F

**Pressure:** 1020.0 hPa

\* At 17:30 in the afternoon, Regal Princess passed Man Island 7 nautical miles on our Port side as we approached the North East Providence Channel as we began our transit between the islands of the Bahamas. At 19:30 we passed the South West Point of Great Abaco Island 5 nautical miles on our Starboard side as we continued to set Westerly courses, passing to the south of Grand Bahama Island.

At 21:30 Regal Princess passed Great Issac Island 10 nautical miles on our Port side as we began setting a South Easterly course across the Straits of Florida towards Port Everglades.

### Port Everglades — Sunday, November 30, 2014

\* In the early hours of Sunday morning we made our final approaches towards the port, embarking our local pilot at 05:00 before passing through the channel and entering the harbor. There we swung the Stern to Starboard and maneuvered astern onto our berth, where we were moored Starboard side alongside at 06:00.

From the Captain, Officers and Crew of the Regal Princess, we hope you have enjoyed your cruise and we look forward to seeing you again soon.

\* Estimated at time of going to print



# Regal Princess®

**Operated by:** Princess Cruises

**Registry:** Hamilton, Bermuda

**Gross registered tonnage:** 142,714 tons

**Net registered tonnage:** 116,807 tons

**Draught:** 8.50m - 27.9ft

**Length overall:** 329.8m - 1,082ft

**Breadth:** 38.4m - 126.7ft

**Builders:** Fincantieri Cantieri Navali Italiani (Hull 6223)

**Keel laid:** 14th December, 2010

**Delivered:** 15th May, 2014

**Classification society:** Lloyd's Register

**Maximum # of passengers:** 4,222

**Maximum # of crew:** 1,378

## Bridge Command and Control Team

Captain	Edward Perrin	Captain, In Command
Staff Captain	Aldo Traverso	2nd in Command, Head of Deck Department
Senior First Officer	Giovanni Cardile	Bridge Manager, Statutory Safety Officer
First Officer	Raoul Frezza	Senior Officer of the Watch - Navigator
Senior Second Officer	Oliver Turner	Senior Officer of the Watch
Second Officer	Danilo De Agazio	Senior Officer of the Watch
Second Officer	Giovanni Cinque	Junior Officer of the Watch
Third Officer	Francesco Ferraro	Junior Officer of the Watch - Log Compiler
Third Officer	Peter Hare	Junior Officer of the Watch
Third Officer	Giuseppe Gentile	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 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 Perrin and the Bridge Team