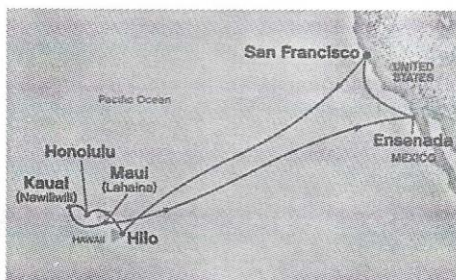


LOG OF THE CRUISE



15-DAY HAWAIIAN ISLANDS CRUISE

Grand Princess® — March 4 to March 19, 2016



In command

Captain Fabrizio Maresca

Captain Fabrizio Maresca was born in Vico Equense, Naples, Italy. After attending nautical school, he served with the Coast Guard in the Italian Navy. He joined Princess Cruises as a 2nd Officer in 2000 and later spent two years working in the Marine Department shoreside. Wanting to return to life at sea, he was promoted to Staff Captain in 2006 and eventually served as Captain of several ships in the Princess fleet.

When not aboard a ship, Captain Maresca enjoys traveling with his wife and daughter.

Cruise Summary

Ports	Distance (Nautical Miles)	Speed (Knots)
San Francisco, USA to Hilo, USA	2005	18.0
Hilo, USA to Lahaina, USA	157	15.9
Lahaina, USA to Honolulu, USA	129	13.1
Honolulu, USA to Nawiliwili, USA	89	13.0
Nawiliwili, USA to Ensenada, Mexico	2357	20.8
Ensenada, Mexico to San Francisco, USA	487	14.6

Total Distance Traveled From San Francisco, USA to San Francisco, USA

5,224 Nautical Miles = 6011.7 Statute Miles

Note: 1 Nautical Mile = 1.15 Statute Miles



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.

San Francisco — Friday, 4th March 2016

Once all passengers were confirmed onboard at 1630, we let go our moorings lines, thrusted off the berth, and put our engines ahead to move clear of the dock. Grand Princess subsequently steamed south of Alcatraz Island, shortly before passing under the Golden Gate Bridge. We then proceeded through the outer buoyed channel, and once clear of the port confines of San Francisco, disembarked the local Pilot at 1744. Grand Princess completed her departure by setting a South-Westerly course across the Pacific Ocean, bound for the port of Hilo.

Noon position: Alongside in San Francisco

Sky: Overcast

Wind: Southerly - Light Air

Temperature: 15.0 °C / 59.0 °F

Pressure: 1014.4 mb

At Sea — Saturday, 5th March 2016

Throughout the day, Grand Princess will maintain a South-Westerly course across the Pacific Ocean, steaming for our first port-of-call, Hilo. Our journey across the Pacific Ocean, from San Francisco to Hawaii, sees us sailing over 2000 miles. At sea, distances are measured in Nautical Miles, with one sea mile being equivalent to one minute of Latitude. As the earth is not a perfect sphere, but rather an oblate spheroid, the exact length of a Nautical Mile varies with Latitude. To avoid confusion however, the standard figure adopted since 1929 is 1,852 meters.

Noon position: 32°47.2' N ; 127°01.5' W

Sky: Overcast

Wind: Southerly - Southerly - Force 8

Temperature: 17.0 °C / 62.6 °F

Pressure: 1009.3 mb

At Sea — Sunday, 6th March 2016

Throughout the day the Grand Princess maintained a South-Westerly course across the Pacific Ocean. During this leg of our cruise Grand Princess set an average speed of 20 knots. A knot is the nautical measure of speed; one knot being one nautical mile an hour. The term comes from the knots in the line of a common log, which were spaced at a distance of 14 metres. The log was lowered into the water and the number of knots which ran out while a 28-second sand glass emptied itself, gave the speed of the ship in nautical miles an hour.

Noon position: 28°46.9' N ; 134°03.7' W

Sky: Partly Cloudy

Wind: North-Westerly - Force 3

Temperature: 20.0°C / 68.0°F

Pressure: 1024.7 mb

At Sea — Monday, 7th March 2016

Throughout the day the Grand Princess maintained a South-Westerly course across the Pacific Ocean. The navigation of the ship is controlled from the Bridge; this is also where all activities on deck can be seen and controlled by the Captain or the Officer of the Watch. The term 'bridge' arose during the development of steam propulsion. On the first paddle steamers it was discovered that a platform between the two paddle boxes gave a better all-round view of operations on deck. When the propeller replaced the paddle wheel, the elevated structure was retained as the navigational control position, eventually being moved forward and raised to keep it clear of the funnel smoke.

Noon position: 25°06.7' N ; 142°07.1' W

Sky: 3/8 Cloud Cover

Wind: East-South-Easterly - Force 4

Temperature: 22.5°C / 72.5°F

Pressure: 1025.2 mb

At Sea — Tuesday, 8th March 2016

Throughout the day the Grand Princess maintained a South-Westerly course across the Pacific Ocean. On the Bridge, the Officer of the Watch uses RADAR

(an acronym for Radio Detection and Ranging). The main purposes of radar at sea are for collision avoidance and navigation in poor visibility. Radar is a system for determining the range and bearing of an object by transmitting bursts of electromagnetic energy and timing the intervals between the transmission and return of the echoes. The Grand Princess has five radar scanners on board; three on the main mast, one on the bow and one on the stern.

Noon position: 22°03.9'N ; 149°82.6'W

Sky: 4/8 cloud cover

Wind: South South Easterly - Force 4

Temperature: 23.0°C / 73.4°F

Pressure: 1018.5 mb

Hilo — Wednesday, 9th March 2016

Grand Princess completed her transpacific crossing by steaming towards Paukaa Point. Before reaching Paukaa we altered our course to port and headed South towards Hilo Harbour. Before proceeding into the bay, we embarked the local Pilot at 0654 and subsequently entered the buoyed channel, keeping the breakwater on our port side. Shortly before reaching the dock, the Bridge team turned the ship thrusting bow to port and stern to starboard, in order to bring the ship alongside, starboard side to the quay. The first line was sent ashore at 0743 and we were all secured alongside at 0751. Once everyone was confirmed onboard at 1800 we started to let go our lines and we were off the berth by 1814. For our departure the Bridge team thrust the bow to port and retraced our steps from the morning's arrival back out through the bay. Once outside, we rang 'full away' on our engines at 1841 and with full sea speed, we set various courses along the Hawaii Island coastline, on route towards Lahaina.

Noon position: Alongside in Hilo

Sky: Overcast

Wind: North-Easterly - Force 5/6

Temperature: 20.0°C / 68.0°F

Pressure: 1021. mb

Lahaina — Thursday, 10th March 2016

For our arrival in Lahaina, during the night Grand Princess sailed with a Westerly course thought Alenuihaha Channel. Once abeam with Kealaikahiki Point on our starboard side, we set a North North Easterly course towards Maui Island in order to make our final approach towards the anchorage. Under advisement from the Captain, a Deck Officer let go the starboard anchor at 0653, in a water depth of approximately 25 meters. The pontoons were then opened and the tender service commenced at 0735. On departure we hoisted the tender boats and secured our pontoons, whilst simultaneously picking up the anchor. The anchor came off the seabed bottom at 1814 and was safely housed by 1817, allowing us to depart from the anchorage. At 1838 the ship's telegraphs were set to 'full ahead' and the Officer of the Watch set a South Westerly courses, towards our next port, Honolulu.

Noon position: At Anchor in Lahaina

Sky: Partly Cloudy

Wind: South Westerly - Force 3

Temperature: 28.0°C / 82.4°F

Pressure: 1021.7 mb

Honolulu — Friday, 11th March 2016

During the night the Grand Princess proceeded towards Honolulu, passing South of Lanai Island setting a various westerly courses in order to avoid Penguin Bank, an area of shallow water that extends west from Moloka'i. Early in the morning we altered our course to starboard to make a Northerly approach towards O'ahu Island. As we approached Honolulu Harbor, under the guidance of the Hawaiian Pilot, we passed through the narrow buoyed channel which brought the Vessel inside the Harbor waters. Once here the Bridge Team executed the final berthing maneuver towards the pier, where the first line ashore was sent at 0703 and the Vessel was safely secured alongside, starboard side the quay at 0720.

On the departure, once everyone was confirmed onboard at 2232, we let go our lines at 2252 and the Captain commence the maneuver thrusting off the berth, swinging the bow to starboard and setting a right heading throughout



the buoy channel for bring the Vessel outside the Harbor waters. Once here, at 2318 we had rung 'full away' on our engines, on route for Nawiliwili.

Noon position: Alongside in Honolulu

Sky: Partly Cloudy

Wind: Easterly - Force 4

Temperature: 25.0°C / 77.0°F

Pressure: 1023.1 mb

Nawiliwili — Saturday, 12th March 2016

During the night the Grand Princess set a Northwesterly course across the Kauai Channel, on route from O'ahu Island to Kauai Island. As we approached Nawiliwili, the local Pilot took the Con and continued past the South Reef breakwater. Once inside the bay we made a large alteration of course to port, closely followed by a large alteration to starboard, as we sailed through the buoyed channel towards the berth. The Bridge team completed the arrival by thrusting the bow to starboard and stern to port for bring the ship alongside, port side to the quay. The first mooring line went ashore at 0738 and the ship was all tied up by 0758.

On departure, once all passengers and crew were confirmed onboard at 1645, we started letting go our lines and proceeded out of the bay. We disembarked the local pilot at 1730 and rang 'full away' on our engines at 1733.

Once here the Officer of the Watch set a various East North Easterly courses towards the Pacific Ocean for our next destination, Ensenada.

Noon position: Alongside in Nawiliwili

Sky: Partly Cloudy

Wind: North Easterly - Force 5/6

Temperature: 24.0°C / 75.2°F

Pressure: 1019.6 mb

At Sea — Sunday, 13th March 2016

Throughout the day the Grand Princess maintained an East North Easterly course across the Pacific Ocean. Bridge watch keepers sometimes use the expression, 'to flog the glass', which is used on board ship to indicate attempts to speed up the passage of a watch. The expression originated during the days when the watch was timed by the half-hour sand glass. The run of the sand was supposed to be quickened by vibrating the glass, and when weary watch keepers towards the end of their watches shook the glass to make the sand run out more quickly, they were said 'to flog the glass'.

Noon position: 25°16.4'N ; 153°26.8'W

Sky: Partly Cloudy

Wind: Easterly - Force 6

Temperature: 23.0°C / 73.4°F

Pressure: 1024.1 mb

At Sea — Monday, 14th March 2016

Throughout the day the Grand Princess maintained an East-North-Easterly course across the Pacific Ocean. Even though the Grand Princess is equipped with the latest satellite navigation systems, including Differential GPS, bridge watch keepers must still be conversant with astronavigation. This involves observing heavenly bodies such as the sun, moon, planets and stars to fix the ship's position. A sextant is used for such a process, before making the appropriate mathematical calculations. The sextant is a double-reflecting instrument used for measuring angles at sea, primarily the altitude of astronomical bodies. Its name was derived because its arc subtends at an angle of 60 degrees, but by double-reflection the instrument actually measures angles up to 120 degrees.

Noon position: 25°14.3' N ; 144°56.2'W

Sky: Overcast

Wind: Easterly - Force 7

Temperature: 21.5°C / 70.7°F

Pressure: 1026.3 mb

At Sea — Tuesday, 15th March 2016

Throughout the day the Grand Princess maintained a North-Easterly course across the Pacific Ocean. The Pacific Ocean is the largest of the Earth's oceanic divisions, 165.25 million square kilometers (63.8 million square miles) and covers about 46% of the Earth's water surface and about one-third of its total surface area, making it larger than all of the Earth's land area combined.

Noon position: 27°13.0'N ; 136°13.4'W

Sky: Overcast

East North Easterly - 6

Temperature: 19.0°C / 66.2°F

Pressure: 1026.1 mb

At Sea — Wednesday, 16th March 2016

Throughout the day the Grand Princess maintained an East-North-Easterly course across the Pacific Ocean. The Grand Princess is equipped with three compasses; one magnetic and two gyros. The gyro compass has now replaced the magnetic compass in virtually all commercial shipping. Gyros are not affected by magnetism so compass adjustment is no longer necessary, nor do corrections need to be applied. Nevertheless, the magnetic compass is still an essential backup as it does not rely on an external power source for operation, but simply the Earth's magnetic field. The magnetic compass is located above the bridge on deck 15, covered in a canvas layer for weather protection.

Noon position: 29°20.1'N ; 126°43.5'W

Sky: Partly cloudy

Wind: North-North-Easterly - Force 6

Temperature: 16.0°C / 60.8°F

Pressure: 1022.6 mb

Ensenada — Thursday, 17th March 2016

During the afternoon, Grand Princess passed between Punta Banda (mainland Mexico) and Islas de Todos Santos, a pair of islands eight miles west of Ensenada. We then sailed across the Bahia Todos Los Santos or 'Bay of All Saints', a small sheltered deep water basin. During the approach to the port we embarked the local pilot at 1451 and once aboard the pilot assisted the Bridge team as they navigated into the bay. Once inside the harbour, the Bridge team executed a 180° maneuver to bring the ship alongside port side to the quay, the first mooring line going ashore at 1531. For our departure, we let go our lines at 1946, thrusted off the berth, put our engines ahead and followed the buoyed channel out of the port confines. The pilot disembarked at 2003 and then we rang 'full away' on our engines at 2006, subsequently setting full sea speed for San Francisco.

Noon position: 31°28.4'N ; 117°36.7'W

Sky: Partly Cloudy

Wind: Light Airs

Temperature: 16.0°C / 60.8°F

Pressure: 1013.4 mb

At Sea — Friday, 18 March 2016

Throughout the day, Grand Princess maintained a North-Westerly course along the west coast of California.

During the morning Grand Princess was engaged in a medical disembarkation in Santa Barbara. After that, at 10:46 she resumed her West North Westerly course throughout Santa Barbara Channel, before to set a final North Westerly course towards San Francisco.

Noon position: 34°14.7'N ; 119°57.2'W

Sky: Clear

Wind: North-Westerly - Force 3

Temperature: 15.5°C / 59.9°F

Pressure: 1015.1 mb

*San Francisco — Saturday, 19th March 2016

At 05:00 in the morning the Grand Princess picked up a local American pilot and proceeded through the buoyed channel, towards the Golden Gate Bridge. Once under the bridge, we proceeded into the bay and passed south of Alcatraz Island. To approach the berth, the Captain together with rest of the bridge team and assisted by the local American Pilot will make the final maneuver towards the berth and put the vessel safely alongside, where will remain during the day. The first mooring lines were sent ashore at 06:30.

On behalf of all the Officers on the Bridge we hope you enjoyed your stay on board the beautiful Grand Princess and have a pleasant onward journey.

*Please, note that on this day the times are estimated



GRAND PRINCESS®

Operated by: Princess Cruises

Length overall: 289.5m - 950.0ft

Delivered: 20th February 1998

Registry: Hamilton, Bermuda

Breadth: 36.0m - 118.1ft

Classification society: Lloyd's Register

Gross registered tonnage: 107,517 tons

Builders: Fincantieri Cantieri Navali
Italiani

Max pax: 3,100

Net registered tonnage: 72,622 tons

Max crew: 1,060

Draught: 8.60m - 28.2ft

Keel laid: 18th July 1996

Bridge Command and Control Team

Captain	Fabrizio Maresca	Master
Staff Captain	Luciano Imperato	Second in Command
Senior 1st Officer	Mario Mikulic	Safety Officer
1st Officer	Dario Marcolin	Voyage Planning Officer
Senior 2nd Officer	Oleksandr Filimonov	Officer of the Watch
2nd Officer	Giovanni Avellino	Officer of the Watch
3rd Officer	Vincenzo Esposito	Officer of the Watch
3rd Officer	Vishal Singh	Officer of the Watch
3rd Officer	Chris Glendinning	Officer of the Watch
Deck Cadet	David Clark	Deck Cadet

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 Grand Princess. We hope you've had a wonderful journey and that your experience onboard has helped you to come back new. Have a safe journey home and we look forward to welcoming you back onboard soon.

Captain Maresca and the Bridge Team