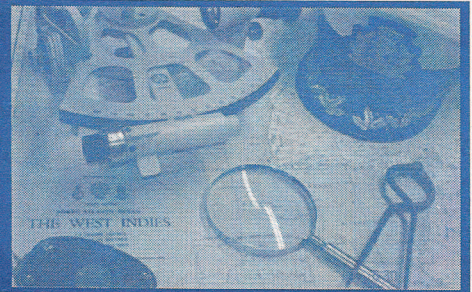


# Log of the Cruise

10 Days Baltic Cruise - August 10- August 20, 2010



## In Command Captain Edward Perrin England

### *Deck Officers*

Staff Captain	•	Domenico Lubrano Lavadera	Italy
Senior First Officer	•	Giovanni Cardile	Italy
First Officer	•	Raffaele Di Martino	Italy
Senior Second Officer	•	Ville Patrikainen	Finland
Second Officer	•	Giuseppe Castellano	Italy
Third Officer	•	Antonio Pietrafitta	Italy
Third Officer	•	Sam Holden	England
Third Officer	•	Daniel Hentley	England
Deck Cadet	• —	Giuseppe Gentile	Italy





# EXTRACT FROM THE DECK LOG FOR CRUISE TP1021N

## August 10<sup>TH</sup> to August 20<sup>TH</sup>, 2010

### 10th August 2010 - Departure Copenhagen

Noon Position: Port Side Alongside, Flex Pier C 245, Copenhagen, Denmark  
Sky: Clear  
Air Temperature: 19°C / 66°F Pressure: 1016.1 mb  
Wind: Southeasterly Force 4 Sea: Calm Harbour Conditions  
Throughout the day we welcomed onboard 2755 passengers and loaded the necessary provisions for our 10 day Baltic cruise. At 17:46 with 3828 souls onboard and all of our pre-departure checks complete, Star Princess began to single up her mooring lines forward and aft. At 17:55 all lines were let go and we began thrusting off the berth, our main engines were then set to 'Full Ahead' and we steamed out of Copenhagen Harbour, passing through the breakwater at 18:20. During the evening we steamed North through the Sound before rounding Point Nakkehoved and proceeding in a Westerly direction towards the Great Belt.

### 11th August 2010 - At Sea

Early this morning we altered course to the South and commenced our transit of the Great Belts. Our pilot remained on the bridge advising the bridge team as we negotiated the shallow waters. Star Princess passed under the Great Belt Bridge at 01:14 and continued to steam south towards the pilot station. Our Danish pilot disembarked at 03:20 and we altered course to the East into the Kadetrenden passage. We cleared the passage at 05:30 and set various North Easterly courses up the coast of Sweden passing to north of Bornholm Island.

Noon Position: 55°28.2'N 014°50.2'E

Sky: Overcast

Air Temperature: 20°C / 68°F Pressure: 1012.6 mb

Wind: Southeasterly Force 5 Sea: Slight - SE Swell

From departure until noon, Star Princess travelled 332 nautical miles averaging a speed of 18.4 knots. Star Princess continued on a North Easterly track throughout the afternoon and evening as we continued to our next port of call Stockholm, Sweden.

### 12th August 2010 - Stockholm

During the early hours Star Princess continued in a North Easterly direction along the Swedish Coastline before coming onto a Westerly heading. Contact was made with Stockholm pilot at 04:00 using VHF radio confirming our ETA to the pilot station. We embarked our Swedish pilot at 05:01. After our pilot brief was completed at 05:09 the pilot began advising the team and together we began our transit towards the city. Throughout the morning Star Princess negotiated through the many islands of the Stockholm archipelago. At 06:02 the vessel passed through the Furusund narrows and stand by below was given to the Engine Control Room at 09:10. Star Princess began approach to her berth at 09:42 and was brought alongside by the Captain. Our first line was ashore at 09:53 and our gangways landed soon after. Once the vessel was secured alongside we received clearance at 10:07 and passengers were allowed to proceed ashore.

Noon Position: Port Side Alongside, Stadsgarden 167, Stockholm, Sweden

Sky: 6/8 Cloud Cover

Air Temperature: 22°C / 72°F Pressure: 1018.1 mb

Wind: Easterly Force 3 Sea: Calm Harbour Conditions

With all tours back onboard at 16:20 the bridge began its final preparations for our departure from Stockholm. The gangways were shipped at 16:48 and full stations forward and aft stood by ready to let go. With all pre-departure check complete Star Princess began singling up her lines. At 16:52 the last line was cast off and the vessel began thrusting off the berth and moving astern. At 16:58 the bow was swung to port, bringing us onto our exit course. Star Princess then retraced her route back out into the Baltic Sea. After moving into the open waters of the Baltic, the pilot was disembarked at 21:39 and Star Princess then set an Easterly course towards Helsinki.

### 13th August 2010 - Helsinki

At 0200 the ships clocks were advanced by 1 hour to GMT+3. During the early hours of this morning Star Princess continued on her easterly course entering into the Gulf of Finland. At 07:21 we altered to Northeast towards the Helsinki pilot station. We completed our astern test and full movement of rudder in accordance with our pre-arrival procedures at 08:36 before we embarked our local pilot. Under pilotage, the vessel then proceeded North towards the harbour. Our swing, bow to port, was commenced at 09:40 before we moved astern alongside our berth. By 10:14 we were secured alongside and our gangways rigged.

Noon Position: Port Side Alongside, Munkkisaari Berth, Helsinki, Finland

Sky: 2/8 Cloud Cover

Air Temperature: 23°C / 73°F Pressure: 1024.3 mb

Wind: Easterly Force 3 Sea: Calm Harbour Conditions

With all passengers and crew onboard our final gangway was shipped at 17:42 and we commenced the unmooring operation. Our final line was reported clear of the water at 18:00 and the vessel was thrust laterally off the berth. At 18:02 Star Princess began to make headway and steamed out of the harbour. The pilot ladder was rigged on the port side of Deck 4 and the Finnish pilot disembarked at 18:41. After entering the Gulf of Finland an Easterly course was then set along the Traffic Lanes towards our next port of call, St Petersburg. We checked in with St Petersburg Traffic at 23:20 two nautical miles to the North West of O. Rodsher Lighthouse who monitors all vessels navigating in the busy shipping lanes.

### 14th August 2010 - St. Petersburg

The ships clocks were advanced by 1 hour at 0200 to GMT+4. Stand by below was rung at 03:15 as Star Princess continued towards the pilot boarding station. At 03:30 our Russian pilot came onboard and our passage plan was discussed and agreed between the pilot and the Master. Star Princess passed through the entrance gate at 04:07 and proceeded down the buoyed channel. We then altered to the North East into a secondary channel which took us towards the new passenger terminal. Once inside the basin the ship was swung bow to starboard at 05:57 and maneuvered alongside. Our mooring teams then made the vessel fast to the shore, running lines forward and aft. The Russian Authorities granted us clearance at 06:43 and passengers were allowed to proceed ashore.

Noon Position: Portside Alongside, Berth 7 Marine Façade, St. Petersburg, Russia

Sky: Partially Cloudy

Air Temperature: 24°C / 75°F Pressure: 1024.0 mb

Wind: Southeasterly Force 3 Sea: Calm Harbour Conditions

### 15th August 2010 - St. Petersburg

For the duration of the night, Star Princess remained secured alongside 8+2 fast fore and aft in St Petersburg.

Noon Position: Port Side Alongside, Berth 7 Marine Façade, St. Petersburg, Russia

Sky: Clear

Air Temperature: 23°C / 73°F Pressure: 1016.1 mb

Wind: Northeasterly Force 2 Sea: Calm Harbour Conditions

Our pre-departure checks were initiated at 15:30 when we gave 2 hours notice to the Engine Control Room to prepare the ships engines for departure. Control of the ships propulsion was taken and tested on the bridge at 17:32 and our departure pilot boarded. Positive confirmation that all passengers and crew were onboard was received at 17:54 and our final gangway was shipped. Our mooring teams then cast off our lines and the final line cleared the water at 18:45. Star Princess was then thrust off her berth into the centre of the basin. We then proceeded through the channel towards the main Kronshadt'skiy Korabel fairway. Under the guidance of our Russian pilot we steamed various courses, passing the island of Kronshadt and through the lock gate at 20:32. We disembarked our pilot at 21:03 and rang Full Away on Passage setting various Westerly courses out into the Gulf of Finland.



### 16th August 2010 - Tallinn

At 02:00 this morning the vessels clocks were retarded by 1 hour to GMT+3. Our ETA was confirmed with Tallinn Traffic at 04:30 as we continued to steam in a Westerly direction. Star Princess rounded Tallinn lighthouse at 04:46 and set a Southerly course towards the pilot station. Our local pilot was embarked at 05:29, 4 nautical miles East of Naisaar Island. All our pre-arrival checks were completed at 06:02 with full stations standing by on our mooring decks. We commenced our swing bow to starboard at 06:19 before moving astern alongside the dock. Our first line was sent ashore at 06:50 and our mooring teams continued to secure the vessel alongside. Clearance was received at 07:07 with both Deck 4 gangways rigged and ready.

Noon Position: Port Side Alongside, Pier 25, Tallinn Estonia.

Sky: Clear

Air Temperature: 20°C / 68°F Pressure: 1019.7 mb

Wind: Northeasterly Force 6 Sea: Calm Harbour Conditions

With our engines online ready for departure, Stand-by Below was rung at 12:36. At 12:57 our final gangway was shipped and the shell doors secured for sea. The order was then given to the mooring decks to let go all lines. By 13:10 all lines have been recovered and the ship thrust laterally off the berth and moved clear. Our Estonian pilot was disembarked at 14:02 using the starboard side ladder. Star Princess then steamed out into the Finnish Gulf and set a Westerly course. At 18:23 we rounded Hiiumaa Island and set a South South Westerly course of 200° towards the Gulf of Gdansk.

### 17th August 2010 - Gdynia

The ships clocks were retarded by 1 hour at 0200 to GMT+2. Contact was made with Zatoka Traffic Services at 07:00 when we passed abeam of Hotel Echo Lima Buoy. Our engines were switched to maneuvering mode at 08:00 and we proceeded towards the pilot station. We rigged our starboard side pilot ladder and the pilot boarded at 08:14. Under to control of the Captain, we steamed into the harbor passing through the breakwater at 08:38 moving alongside the berth and running lines ashore. We were secured alongside at 09:04 and clearance was granted by the Polish Authorities. Passengers than proceeded ashore using our Deck 4 Gangways.

Noon Position: Port Side Alongside, Francuskie Pier, Gdynia, Poland

Sky: 6/8 Cloud Cover

Air Temperature: 21°C / 69°F Pressure: 1006.4 mb

Wind: Southerly Force 4 Sea: Calm Harbour Conditions

After receiving confirmation that all souls were onboard at 16:03 our final shell door was secured completing our pre-departure checks. We commenced unmooring the vessel and at 16:10 our final line was recovered. Star Princess was then thrust clear of her berth using the ships thrusters. Once clear of the berth, we began moving ahead and through the breakwater. The port side pilot ladder was rigged and our pilot disembarked at 16:33. We commenced our sea passage at 16:35 setting a Westerly course towards the Kadetrenden Passage.

### 18th July August - Warnemunde

Following our departure from Gdynia, Star Princess continued on a westerly course entering into the Kadetrenden passage passing along the busy shipping lanes. At 03:30 our ETA was confirmed with Warnemunde pilots and we continued to prepare the ship for arrival. Our engines were switched to maneuvering mode at 06:15 as we approached the entrance channel. We rigged our port side ladder at 06:28 in order to embark our local pilot. The vessel then headed due south into the harbour passing through the breakwater at 06:46. The ships thrusters were used together with the assistance of a Tug to bring the ship alongside and our first line was sent ashore at 07:12. Clearance was granted at 07:26 and passengers proceeded ashore. Noon Position: Starboard Side Alongside, Berth 7, Warnemunde, Germany

Sky: Overcast + Passing Showers

Air Temperature: 17°C / 63°F Pressure: 1001.4 mb

Wind: Southwesterly Force 3 Sea: Calm Harbour Conditions

All of the ships tours were reported back onboard at 21:30 and our final gangway were shipped at 21:47. Once all our lines were recovered at 22:10 the ship moved North through the channel. Our pilot was disembarked at 22:43 and we began our sea passage setting various westerly courses towards the Great Belt.

### 19th August 2010 - Helsingborg

Our Great Belt pilot was embarked at 02:17 using the starboard side ladder rigged from deck 4. He then guided us up through the narrow lanes towards the Great Belt Bridge. Star Princess passed under the Great Belt Bridge at 04:21. We completed our passage of the belt at 07:40 as we rounded Sjaelland Light and then headed due east towards The Sound and the Swedish town of Helsingborg. Stand By Below was rang at 10:19 as we began our approach to the anchorage. Our Great Belt pilot was disembarked at 09:57 using the port side pilot ladder; we then continued to steam South East towards our anchorage position. Once in position the starboard anchor was let go at 10:41 and the vessel was brought up to the starboard anchor with 5 shackles in the water. Once anchoring operations were completed, the pontoons were rigged and ready with the tenders lowered into the water from their stowage positions above the Promenade deck. The first passengers proceeded ashore at 10:57 after we had received clearance from the Swedish authorities. Noon Position: At Anchor, Helsingborg, Sweden

Sky: Partially Cloudy

Air Temperature: 17°C / 63°F Pressure: 1007.0 mb

Wind: Westerly Force 5 Sea: Slight - Easterly Swell

The last tender departed from shore at 1730\*. With all tenders and pontoons secure for sea, we then commenced heaving on the starboard anchor. Anchors aweigh was reported from the focsle at 1800\* indicating that the anchor was clear of the sea bed. Star Princess then steamed a Southerly course through the Sound towards Copenhagen. We embarked Danish our pilot and proceeded south before setting a South Westerly course into Copenhagen harbor. The ship was then maneuvered alongside and made fast by 2100\*.

### 20th August 2010 -Copenhagen

Throughout the night Star Princess remained secured alongside her berth in the Danish Capital, Copenhagen. During the early hours of this morning our disembarkation procedures were commenced.

\* Estimated times at time of press

### CRUISE SUMMARY

Destination .....	Distance
Copenhagen - Stockholm .....	740nm
Stockholm - Helsinki .....	196nm
Helsinki - St. Petersburg .....	170nm
St. Petersburg - Tallinn .....	172nm
Tallinn - Gdynia .....	397nm
Gdynia - Warnemunde .....	287nm
Warnemunde - Helsingborg .....	204nm
Helsingborg - Copenhagen .....	22nm

Total Distance Covered: 2188 Nautical Miles

4052 Kilometers

2517 Land Miles

Note: Nautical Mile (nm) = 1852 meters/6076 feet,





# STAR PRINCESS

## Ship's Particulars

Operated By	:	Princess Cruises, Los Angeles
Built by	:	Fincantieri, Cantieri Navali Italiani S.p.A. Shipyard of Monfalcone, Italy January 2002
Port of Registry	:	Hamilton, Bermuda
Official Number	:	733709
IMO Number	:	9192363
Call Sign	:	ZCDD6
Classification Society	:	Lloyd's Register, London
Class Notation	:	+100 A1 Passenger Ship
Gross Registered Tonnage	:	108 977 tonnes
Net Registered Tonnage	:	73 347 tonnes
Length Overall	:	289.6 m / 950.1 ft
Length Between Perpendiculars	:	242.2 m / 794.6 ft
Moulded Breadth	:	36.0 m / 118.1 ft
Total Breadth (Wings)	:	50.5 m / 165.7 ft
Total Height Above Keel	:	64.7 m / 212.3 ft
Sail Area	:	10533 m <sup>2</sup> / 112963 ft <sup>2</sup>
Moulded Depth	:	14.25 m / 46.8 ft
Maximum Draught	:	8.45 m / 27.7 ft
Corresponding Displacement	:	50 227 tons
Corresponding Deadweight	:	6750 tons
Maximum Passenger Capacity	:	3100
Normal Crew Complement	:	1120
Propulsion Type	:	Diesel Electric
Diesel Engines	:	4 D/E Sulzer 16ZAV 40S 2 D/E Sulzer 12ZAV 40S
Output of Main Engines	:	4 x 11.52 mW 2 x 8.64 mW
Manufacturer of Main Engines:	:	Wartsila N.S.D. Italia S.p.A.
Thrusters:	:	Bow 3 x 2200 (2992) mW (Hp) Stern 3 x 1720 (2339) mW (Hp)
Propellers:	:	2 Fixed Pitch Propellers, Six Blades
Rudders:	:	2 Semi-Balanced
Stabilisers:	:	2
Fuel Capacity:	:	3470 t
Fresh Water Capacity:	:	3308 t
Cruising Speed:	:	21 Knots
Maximum Speed:	:	23.3 Knots