

LOG OF THE CRUISE



10-DAY PANAMA CANAL

Caribbean Princess® — November 10 to November 20, 2017



In command 

Captain Marco Fortezze

Captain Marco Fortezze was born in Genoa, Italy – home of many famous seamen.

During summer holidays from the San Giorgio Nautical Institute, Captain Fortezze worked as a deck boy, later serving aboard tanker and container vessels. He joined Princess Cruises in 1989 and progressed through the ranks until his promotion to Captain in 2005.

As fate would have it, Captain Fortezze met his wife, Julie, while sailing aboard Crown Princess. They now reside in beautiful Nervi, where Captain Fortezze enjoys boating, cycling and scuba diving.

Cruise Summary

Ports	Distance (Nautical Miles)	Speed (Knots)
Port Everglades to Princess Cays	278	16.9
Princess Cays to Cartagena	903	15.3
Cartagena to Panama Canal	269	18.2
Panama Canal to Limon	189	17.6
Limon to Grand Cayman	617	16.9
Grand Cayman to Port Everglades	678	18.2

Total Distance Travelled from Port Everglades to Port Everglades

2932 Nautical Miles = 3374 Statute Miles = 5430 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 – Nov 10, 2017

Once all passengers and crew were onboard, Caribbean Princess began to recover her last gangway. With all doors secured, we let go our mooring lines at 18:22 and once all lines were onboard the ship thrust off the pier and approached the turning basin. We then set an easterly course through the breakwaters and, once clear of them, proceeded into the Florida Straits. After Caribbean Princess passed the Port Everglades sea buoy, we disembarked the harbor pilots at 18:50. The Bridge gave the Engineers "Full Away On Passage" at 18:54, which officially ends the maneuver and marks the start of the sea passage. Throughout the remainder of the night the ship set various courses, heading East in the Florida Straits.

Weather: Mostly Sunny
Temperature: 30°C / 86°F
Barometric Pressure: 1011.4 mb
Wind: NE'ly Force 4

Princess Cays – Nov 11, 2017

Caribbean Princess altered her course making her final approach to Princess Cays. The anchor was dropped at 10:40 and the tenders were lowered into the water to start the day's tendering operations. The ships tenders carry a maximum of 110 persons while tendering and can also be converted to a lifeboat, if required, to carry 150 persons.

Weather: Partly Cloudy
Temperature: 28°C / 82°F
Barometric Pressure: 1011.1 mb
Wind: NE'ly Force 8

We started to heavy up or STBD anchor at 17:35 and once all the boat were on board and the anchor was declared 'home' we started to make our way to Cartagena, Colombia.

At Sea – Nov 12, 2017

This was our 1st sea day toward Cartagena, Colombia. Some of you may have wondered why the bridge of a ship is called so: Traditionally, sailing ships were commanded from the quarter deck, aft of the mainmast. With the arrival of paddle steamers, engineers required a platform from which they could inspect the paddle wheels and where the captain's view would not be obstructed by the paddle houses. For this reason a raised walkway, literally a bridge, connecting the paddle houses from port to starboard was therefore provided. When the screw propeller superseded the paddle wheel, the bridge was retained to provide a good vantage point when the ship was coming into port and inspecting the ships side. Shortly after the introduction of wheel house was provided on the bridge, this wheel house protected the officers from the elements and provided an excellent vantage point for navigating the ship.

Ship's position: 20°38.7' N 074°07.7' W

Weather: Overcast
Temperature: 28°C / 82°F
Barometric Pressure: 1007.8 mb
Wind: E'ly Force 5

At Sea – Nov 13, 2017

This was our second sea day towards Cartagena, Colombia. Caribbean Princess was following her planned course on the electronic chart. A nautical chart is a representation on a plane of an area of a spherical surface, the Earth, for use for navigational purposes. In general terms, two types of charts are produced for

navigation: Mercator charts (on which rhumb line courses appear as straight lines) and gnomonic charts (on which great circles appear as straight lines). A chart is essentially a map of sea area, showing any coastlines, rocks, buoys, lighthouses and other prominent features, the characteristics of all lights and depths of water below the water.

Ship's position: 14°27.9' N 075°16.6' W
Weather: Mostly Sunny
Temperature: 29°C / 84°F
Barometric Pressure: 1002.7 mb
Wind: SE'ly Force 7

Cartagena – Nov 14, 2017

During the early morning the Caribbean Princess altered the course to the E'ly, towards Cartagena. Outside the breakwaters of Boca Chica channel the pilot boarded, at 05:42, and we continued on our passage through the harbor entrance. At 07:03 we were portside alongside on our berth n°2 in Cartagena.

Weather: Raining
Temperature: 29°C / 84°F
Barometric Pressure: 1007.9 mb
Wind: S'ly Force 5

Caribbean Princess began thrusting of her berth and proceeded out of the channel toward our next port of call Panama, where we are proud to say that we are (so far) the biggest ship ever transit the new Panama Lock.

Panama Canal / Cristobal – Nov 15, 2017

The Panama Canal (Spanish: Canal de Panamá) is an artificial 48-mile (77 km) waterway in Panama that connects the Atlantic Ocean with the Pacific Ocean. The canal cuts across the Isthmus of Panama and is a key conduit for international maritime trade. There are locks at each end to lift ships up to Gatun Lake, an artificial lake created to reduce the amount of excavation work required for the canal, 85 feet (26 m) above sea level, and then lower the ships at the other end. The original locks are 110 feet (34 m) wide. A third, wider lane of locks was constructed between September 2007 and May 2016. The expanded canal began commercial operation on June 26, 2016. The new locks allow transit of larger, Post-Panamax ships, capable of handling more cargo.

France began work on the canal in 1881 but stopped due to engineering problems and a high worker mortality rate. The United States took over the project in 1904 and opened the canal on August 15, 1914. One of the largest and most difficult engineering projects ever undertaken, the Panama Canal shortcut greatly reduced the time for ships to travel between the Atlantic and Pacific Oceans, enabling them to avoid the lengthy, hazardous Cape Horn route around the most southern tip of South America via the Drake Passage or Strait of Magellan.

Colombia, France, and later the United States controlled the territory surrounding the canal during construction. The U.S. continued to control the canal and surrounding Panama Canal Zone until the 1977 Torrijos-Carter Treaties provided for handover to Panama. After a period of joint American-Panamanian control, in 1999 the canal was taken over by the Panamanian government and is now managed and operated by the government-owned Panama Canal Authority.

Annual traffic has risen from about 1,000 ships in 1914, when the canal opened, to 14,702 vessels in 2008, for a total of 333.7 million



Panama Canal/Universal Measurement System (PC/UMS) tons. By 2012, more than 815,000 vessels had passed through the canal. It takes six to eight hours to pass through the Panama Canal. The American Society of Civil Engineers has called the Panama Canal one of the seven wonders of the modern world.

The new lock where we were transiting was 427m/1400ft long, 55m/180ft width and 18.3m/60ft deep.

Weather experienced at Noon

Sky: Raining

Temperature: 30°C / 86°F

Barometric Pressure: 1006.1 mb

Wind: SE'ly Beaufort Force 4

Limon – Nov 16, 2017

This morning Caribbean Princess made her final approaches to Limon, Costa Rica. The Bridge gave the engineers "Stand By Engines" at 09:24. The first mooring line was on the bollard at 09:46 marking the "True Arrival" to Limon, Costa Rica. Caribbean Princess was all fast alongside at 10:12 with the first passengers proceeding ashore shortly after.

Puerto Limón, commonly known as Limón (Spanish for "lemon") is the capital city and main hub of Limón province, as well as of the cantón (county) of Limón in Costa Rica. It is the sixth-largest city in Costa Rica, with a population of over 55,000 (including surrounding towns), and is home of a multicultural community.[3] Part of the community traces its roots to Italian, Jamaican and Chinese laborers who worked on a late nineteenth-century railroad project that connected San José to Puerto Limón. Until 1948, the Costa Rican government did not recognize Afro-Caribbean people as citizens and restricted their movement outside Limón province.[4] As a result of this "travel ban", this Afro-Caribbean population became firmly established in the region, which influenced the decision to not move even after it was legally permitted. Nowadays, there is an important outflow of Limón natives who move to the country's Central Valley in search for better employment and education.[5] The Afro-Caribbean community speaks Spanish and Limonese Creole, a creole of English.

Puerto Limón contains two port terminals, Limón and Moín, which permit the shipment of Costa Rican exports as well as the anchoring of cruise ships. In 2016, the government pledged 93 million euros (\$166,000) for a new cruise ship terminal for Puerto Limón.

Noon Information

Sky: Cloudy

Temperature: 29°C / 84°F

Barometric Pressure: 1007.7 mb

Wind: NW'ly force 4

At Sea – Nov 17, 2017

It was our sea day toward Grand Cayman. The Global Maritime Distress and Safety System (GMDSS) is an internationally agreed-upon set of safety procedures, types of equipment, and communication protocols used to increase safety and make it easier to rescue distressed ships, boats and aircraft. The system is intended to perform the following functions: alerting (including position determination of the unit in distress), search and rescue-coordination, locating (homing), maritime safety information broadcasts, general communications, and bridge-to-bridge communications.

Noon Information

Position: 13°57.3'N 080°50.1'W

Sky: Mostly Sunny

Temperature: 28°C / 82°F

Barometric Pressure: 1008 mb

Wind: N'ly force 7

Grand Cayman – Nov 18, 2017

The Bridge gave the engineers in the Control Room "Stand By Engines" at 06:06. Once the anchor was dropped at 06:42 the first tender could proceed ashore shortly after. George Town is a city situated on Grand Cayman island of the Cayman Islands. It serves as the capital of the Cayman Islands, in the British West Indies. As of 2007, the city had a population of 28,836, making it the second largest city (by population) of all the British Overseas Territories. George Town is the heart of the Cayman Islands financial services industry (there are close to 600 Bank and Trust companies in the Cayman Islands). The Caymanian government offices are located in the city.

Noon Information

Sky: Mostly Sunny

Temperature: 28°C / 82°F

Barometric Pressure: 1007.3mb

Wind: NE'ly force 5

At Sea – Nov 19, 2017

The navigation proceeded along the Caribbean Sea toward Port Everglades, U.S.A.. Caribbean Sea is a sea of the Atlantic Ocean in the tropics of the Western Hemisphere. It is bounded by Mexico and Central America to the west and south west, to the north by the Greater Antilles starting with Cuba, to the east by the Lesser Antilles, and to the south by the north coast of South America. The entire area of the Caribbean Sea, the numerous islands of the West Indies, and adjacent coasts, are collectively known as the Caribbean. The Caribbean Sea is one of the largest seas and has an area of about 2,754,000 km² (1,063,000 sq mi).[1] The sea's deepest point is the Cayman Trough, between the Cayman Islands and Jamaica, at 7,686 m (25,220 ft) below sea level. The Caribbean Sea has the world's second biggest barrier reef, the Mesoamerican Barrier Reef. It runs 1,000 km (620 mi) along the coasts of Mexico, Belize, Guatemala, and Honduras.

Noon Information

Position: 22°59.9'N 083°46.3'W

Sky: Sunny

Temperature: 25°C / 77°F

Barometric Pressure: 1013 mb

Wind: NE'ly force 3

Port Everglades* – Nov 20, 2017

*This morning Caribbean Princess altered course to port and settled on a westerly heading towards Port Everglades. The Bridge gave the engineers in the Control Room "Stand By Engines" at 04:48. At 05:00 Caribbean Princess reduced speed and embarked the local pilot to assist the Bridge in navigating into the harbor. We entered the channel 06:00 and altered course to make our final approach to the pier. At 07:00 Caribbean Princess was alongside in position rigging the gangways for passengers to disembark the ship.

*Timings and information estimated at time of printing.



CARIBBEAN PRINCESS®

Operated by: Princess Cruises

Registry: Hamilton, Bermuda

Gross registered tonnage: 113,561 tons

Net registered tonnage: 83,575 tons

Draught: 8.50m - 27.9ft

Length overall: 288.6m - 946.8ft

Breadth: 36.0m - 118.1ft

Builders: Fincantieri Cantieri Navali Italiani (hull 6131)

Keel laid: August, 2001

Delivered: 2nd April, 2004

Classification society: Lloyd's Register

Max pax: 3573

Max crew: 1227

Bridge Command and Control Team

Captain	Captain Marco Fortezze	Captain, In Command
Staff Captain	Sebastiano Azzarelli	2nd in Command, Head of Deck Department
Senior First Officer	Mario Mikulic	Bridge Manager, Ship's Safety Officer
First Officer	Giuseppe Gentile	Senior Officer of the Watch - Ships Navigator
Senior Second Officer	Gabriele Radechia	Senior Officer of the Watch
Second Officer	Ilko Ivanov	Senior Officer of the Watch
Third Officer	Danielle Hayes	Junior Officer of the Watch
Third Officer	Angelo Aste	Junior Officer of the Watch
Third Officer	Luca Scafarella	Junior Officer of the Watch
Third Officer	William J. Hibbs	Junior Officer of the Watch
Deck Cadet	Marco Reganati	Officer in Training

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 Caribbean 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 Marco Fortezze and the Bridge Team