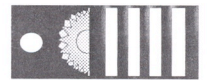


Log of the Cruise



In Command
Captain JULIAN BURGESS



7 DAY EUROPEAN CLASSICS CAPITALS CRUISE

July 15th to July 22nd, 2006

Southampton • Amsterdam • Oslo • Copenhagen
Helsingborg • Southampton



PRINCESS CRUISES

escape completely

SOUTHAMPTON TO SOUTHAMPTON
7 Days European Classic Capitals Cruise
EXTRACT FROM LOG BOOK

15th July 2006, Southampton

At 17:00 with all passengers and crew confirmed onboard, Sea Princess slipped her mooring lines to commence her passage out of Southampton. Proceeded out through the Solent and disembarked the pilot at 19:00 west of the nab Tower, after which we set a northeasterly track to take us through the English Channel towards our next port of call, Amsterdam

16th July 2006, Amsterdam

We embarked our local pilot at 10:14 a.m. and with the aid of his local knowledge we proceeded through the "Noordzeecanal". At 11:04 we were inside the lock and shortly after at 11:36 we proceeded towards our berth. We were all fast alongside at 14:25.

Sky at Noon: Sunny
Wind: Northeasterly gentle breeze
Temperature: 24°C

Once we cleared the passenger terminal berth at 22:40 Sea Princess proceeded out of the "Noordzeecanal", again passing through the lock, setting various northwesterly courses. At approx 01:03 we were inside the lock and at 01:34 the lock door was opened and Sea princess proceeded ahead through the channel. At 01:35 our pilot was disembarked and we set a Northeasterly track towards our next port of call, Oslo.

17th July 2006, At Sea

Throughout the day we continued on a Rhumb line course, setting a Northeasterly heading towards our next port of call, Oslo. From our Amsterdam departure to noon today Sea Princess has traveled just over 177 miles with another 279 to run with an average speed of 16.8 knots.

Position at Noon: 55°06'.8N, 005°55'.1E
Sky at Noon: Partly Cloudy
Wind: SW gentle breeze
Temperature: 22 C

During the night Sea Princess continued on her Northerly course through the North Sea towards our next port of call, Oslo.

18th July 2006, Oslo

Early this morning we embarked our local pilot at 04:00 and with the aid of his local knowledge we proceeded through the Oslo Fjorden towards our berth. We then set a Northwesterly course through the Traffic Separation Scheme of the Fjord and shortly after we passed the island of Nes Jeloya on our Starboard side. We then altered course to starboard and set various Northerly courses to make our final approach towards our berth, where we were all fast alongside at 08:09.

Sky at Noon: Partly Sunny
Wind: Northeasterly gentle breeze
Temperature: 20°C

Once clear of her berth at 14:59, Sea Princess began her outbound transit of Oslo Fjord and Drobak Narrows. Once out of the fjord at 18:43, the pilot was disembarked and we set a series of Southerly courses across Skagerrak towards Kattegat and our Destination Copenhagen.



19th July 2006, Copenhagen

At 06:00 we begin the transit of the Sound which lies between the Swedish and Danish coasts, at its narrowest part the width of this passage is 2 miles. This channel is also the entrance to the Baltic Sea.

At 06:09 we embarked our local pilot and continued our navigation through the narrow strait.

We were all fast along side by 08:43.

Sky at Noon: Partly Sunny
Wind: Variable light air
Temperature: 22°C

20th July 2006, Helsingborg

At 04:30 once clear of her berth, Sea Princess began her outbound transit of the port. Once out of the port, we set a Northeasterly course across the sound towards our next port of call, Helsingborg.

At 06:14 we embarked our local pilot and begin our final approach towards our anchorage position. After letting go the anchor, we were in position at 07:15 and we began our tender service at 07:35.

Sky at Noon: Clear
Wind: Southerly gentle breeze
Temperature: 27°C

At 14:05 all ships tenders were recovered and secured for sea, and Sea Princess weighed the starboard anchor and swung to a Northwesterly course though "The Sound" leaving the Baltic Sea across Kattegat towards Skagerak.

At 21:00 we passed Skagen point 5 miles off on our Port side from, which is the northern point of Denmark from there we set a Southwestern course across The Dover channel towards our final port of call, Southampton.

21st July 2006, At Sea

Throughout the day we continued on a Rhumb line course, setting a Southeasterly heading towards our final port of call, Southampton. From our Helsingborg departure to noon today Sea Princess has traveled just over 448 miles with another 314 to run with an average speed of 19.5 knots.

Position at Noon: 50°15'.7N, 004°26'.3W
Sky at Noon: Overcast with fog patches
Wind: Easterly moderate wind
Temperature: 20°C

During the night we will keep a Southeasterly heading with an average speed of 19.5 knots through the English Channel towards our final port of call Southampton**






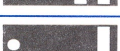

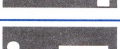
22nd July 2006, Southampton **

Sea Princess took her local pilot at 04:15 and made her passage through the Solent. She was all fast alongside the Queen Elizabeth Terminal at 06:00.

** estimated at time of printing.



DECK/NAVIGATION OFFICERS

Staff Captain		Peter Russell	2nd in Command, Head of Deck Department
Snr. 1st Officer		Aldo Traverso	Senior Officer of the Watch
1st Officer		Allan Wilson	Senior Officer of the Watch (Navigator)
Snr. 2nd Officer		Leanna Welsh	Senior Officer of the Watch
2nd Officer		Elery Vukic	Officer of the Watch
3rd Officer		Fabrizio Dolfini	Officer of the Watch
3rd Officer		Enrico Coppola	Officer of the Watch (Log Compiler)
Deck Cadet		Sean Poole	In Training

The Bridge is manned 24 hours a day by 2 Officers working 4 hours on, 8 hours off in a 3 watch system.
0000-0400, 0400-0800, 0800-1200, 1200-1600, 1600-2000, 2000-2400

CRUISE SUMMARY

DISTANCE

AVERAGE SPEED

Southampton to Amsterdam	260 Nautical Miles	19.3 Knots
Amsterdam to Oslo	456 Nautical Miles	18.4 Knots
Oslo to Copenhagen	193 Nautical Miles'	17.2 Knots
Copenhagen to Helsingborg	13 Nautical Miles	13.0 Knots
Helsingborg to Southampton	762 Nautical Miles	19.5 Knots

Total Distance 1,684 Nautical Miles

Note: 1 Nautical Mile = 1.15 Statute Miles = 1.85 Kilometres = 6,076 Feet

SHIP'S PARTICULARS

Builder:	: Fincantieri, Italy	Air Draft:	: 49.40m (164.66ft.)
Year Built:	: 1998	Max Draft:	: 8.116m (30.53ft.)
Port of Registry:	: Hamilton, Bermuda	Propulsion Type:	: Diesel Electric
IMO Number:	: 9150913	Diesel Generators:	: 4 x 11520 kW Sulzer
Official Number:	: 902991	Full Sea Speed:	: 21.6 knots (144 rpm)
Call Sign:	: ZCBU3	Propellers:	: 2 Fixed pitch keyless type, 6-bladed, outward rotating
Classification Society:	: Lloyd's Register	Thrusters:	: Bow: 2 x 1700 kW (4556 hp) : Stern: 2 x 1400 kW (3752 hp)
Class Notation:	: + 100 A1 Passenger Ship	Rudders:	: 2
International GRT -	: 77,499 tonnes (Gross Tonnage)	Stabilisers:	: 2 Folding-in fins, length 7.25m (23.8 ft.), surface area 21.75m ² (71.3 ft.)
Displacement:	: 39,997 tonnes	Anchor:	: 2 (13 shackles each 1 shackle is 27.5 mt)
Length Overall:	: 261.1m		
Breadth at Waterline	: 32.25m (107.50ft.)		
Breadth Extreme:	: 40.00m (133.33ft.)		
Breadth Total (Wings):	: 32.20 (107.33ft.)		
Total Height above keel:	: 56.60m (188.66ft.)		