



PRINCESS

where i belong®

CRUISE ATLAS

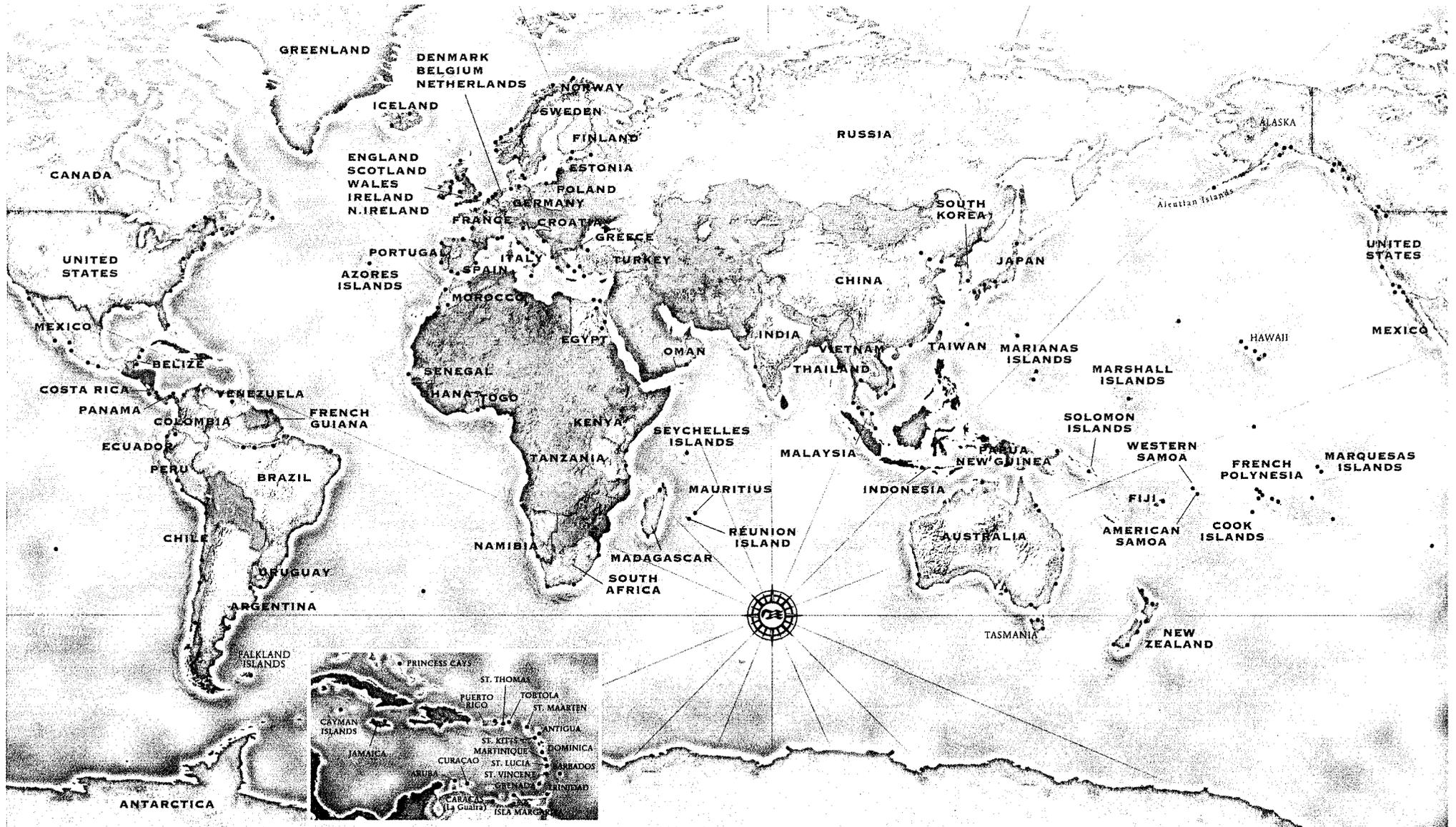
MAY 2004 - MAY 2005

*Alaska, Canada/New England, Caribbean, Europe, Tahiti & Polynesia, Hawaii,
Australia/New Zealand, Asia, South America, Mexican Riviera, Panama Canal, and Antarctica*



CRUISES & CRUISE TOURS

DISCOVER OVER 80 ITINERARIES TO ALL SEVEN CONTINENTS WITH *Princess*[®]



Discover THE WORLD WITH *Princess* THE LEADING DESTINATION CRUISELINE

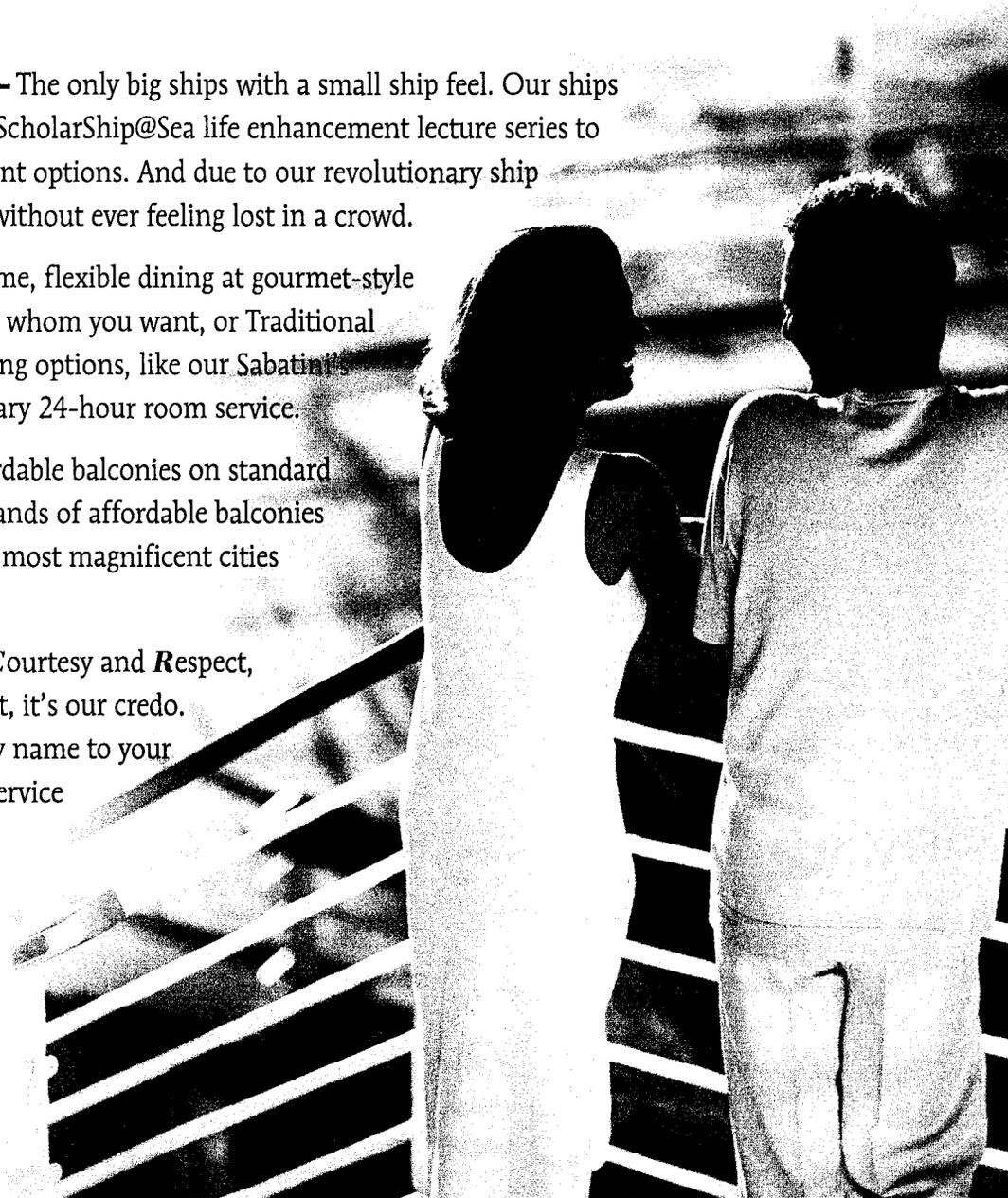
Big Ship Choice, Small Ship FeelSM – The only big ships with a small ship feel. Our ships offer an incredible array of onboard activities from our ScholarShip@Sea life enhancement lecture series to our Lotus Spa,[®] plus a multitude of evening entertainment options. And due to our revolutionary ship design, you can enjoy all that our floating resorts offer without ever feeling lost in a crowd.

Anytime DiningSM – ***Only Princess*** offers anytime, flexible dining at gourmet-style restaurants, allowing you to dine when, where and with whom you want, or Traditional Fixed Seating. You also have up to seven alternative dining options, like our Sabatini's Italian trattoria or Sterling Steakhouse and complimentary 24-hour room service.

Affordable Balconies – Princess offers affordable balconies on standard staterooms, not just suites and mini-suites. With thousands of affordable balconies on our fleet of floating resorts you can view the world's most magnificent cities from your own balcony.

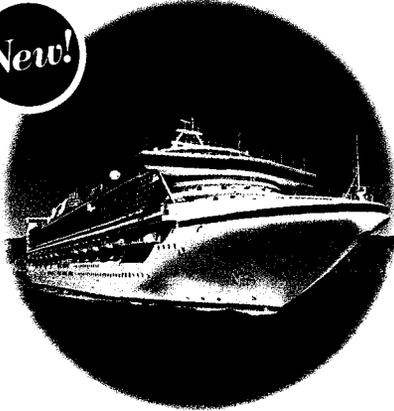
Princess Service – Our staff is committed to *Courtesy and Respect, Unfailing in Service Excellence...C.R.U.I.S.E.*[®] In fact, it's our credo. From your Stateroom Steward who warmly greets you by name to your evening waiter who remembers your favorite dish, our service is simply unparalleled.

Note: Dining options may vary by ship.



TRAVEL FARTHER ONBOARD THE

New!

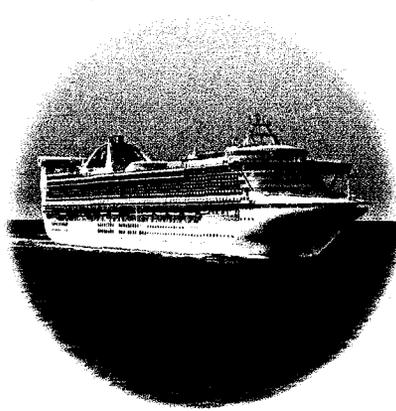


CARIBBEAN PRINCESSSM

Caribbean

Caribbean Princess, our most amenity-filled ship yet, takes Personal Choice Cruising[®] to a new level with Caribbean cuisine, the renowned Lotus Spa,[®] our newest entertainment option, "Movies Under the Stars" and nearly 900 cabins with balconies—more than any other cruise ship sailing year-round in the Caribbean.

*Nearly 900 balconies
3,110 passengers
116,000 gross tons
952 feet in length
Bermudan registered*

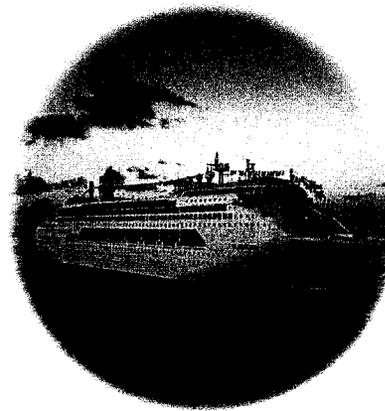


GRAND PRINCESS[®] GOLDEN PRINCESS[®] AND STAR PRINCESS[®]

Caribbean • Europe • Canada/New England

Grand Princess, Golden Princess, and Star Princess are the most luxurious ships to sail our Caribbean, Europe and Canada/New England itineraries, featuring more affordable balconies and the finest ship-board amenities.

*Over 700 balconies
2,600 passengers
109,000 gross tons
950 feet in length
Bermudan registered*

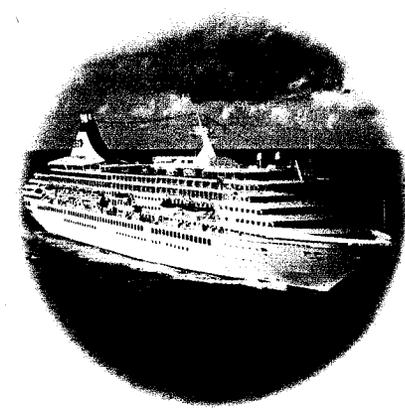


REGAL PRINCESS[®]

*Alaska • Canada/New England
Panama Canal*

Cruise Alaska, the Panama Canal, and Canada/New England onboard *Regal Princess*, offering larger standard staterooms, many with balconies, and spectacular views from her domed entertainment and observation center.

*Over 180 staterooms
with balconies
1,590 passengers
70,000 gross tons
804 feet in length
British registered*



ROYAL PRINCESS[®]

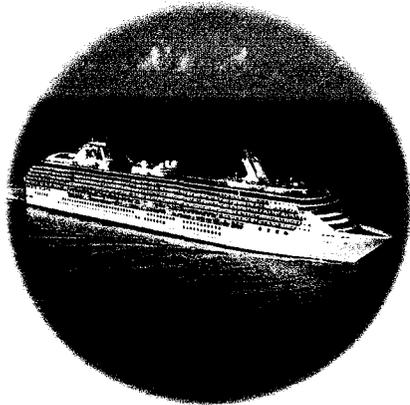
*Europe • Asia • Antarctica
South America • Amazon River*

Behold the magnificence of each port of call from the *Royal Princess* wraparound promenade deck and all outside staterooms.

*More balconies than any
other ship this size
1,200 passengers
45,000 gross tons
757 feet in length
British registered*



MOST LUXURIOUS SHIPS AT SEA



CORAL PRINCESS[®] AND ISLAND PRINCESS[®]

Alaska • Hawaii • Panama Canal

Coral Princess and Island Princess
These two beautiful, state-of-the-art ships belong to the newest class of luxury liners cruising the historic Panama Canal, Alaska and the Hawaiian Islands. They have 90% outside staterooms, 79% of which offer balconies at a great value.

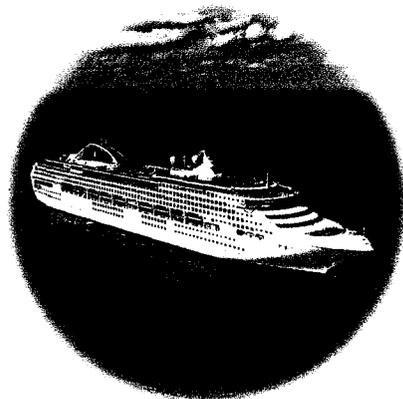
*90% outside staterooms,
most with a balcony*

1,970 passengers

92,000 gross tons

965 feet in length

Bermudan registered



DAWN PRINCESS[®] AND SUN PRINCESS[®]

Alaska • Caribbean
Panama Canal

With wraparound promenade decks and floor-to-ceiling windows, ***Dawn Princess and Sun Princess*** offer stunning views of Alaska around every corner. 410 cabins have balconies to enhance your onboard experience.

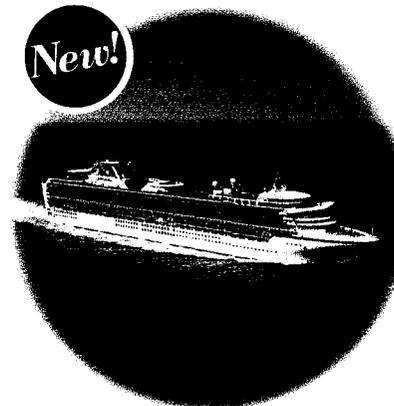
Over 400 balconies

1,950 passengers

77,000 gross tons

857 feet in length

British registered



DIAMOND PRINCESSSM AND SAPPHIRE PRINCESSSM

Alaska • Mexican Riviera
Australia/New Zealand • Asia

Cruise the Mexican Riviera, Australia/New Zealand, Alaska or Asia and celebrate our new ***Diamond Princess and Sapphire Princess***, providing a blend of modern amenities and classic Princess features, plus 750 private balcony staterooms.

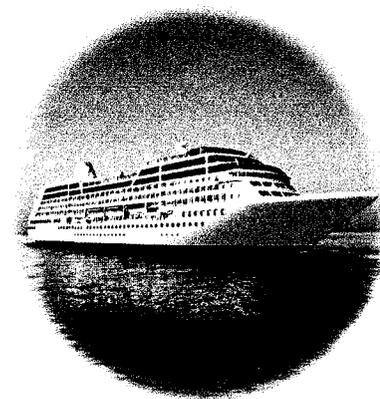
750 staterooms with balconies

2,670 passengers

113,000 gross tons

952 feet in length

Bermudan registered



TAHITIAN PRINCESSSM AND PACIFIC PRINCESS[®]

South Pacific Islands
Tahiti/Polynesia • Asia
Indian Ocean • West Africa

Designed for a smaller, more intimate feel, ***Tahitian Princess*** and sister ship ***Pacific Princess*** feature 92% outside cabins, 73% with balconies, and all the amenities of our larger ships.

Over 200 balconies

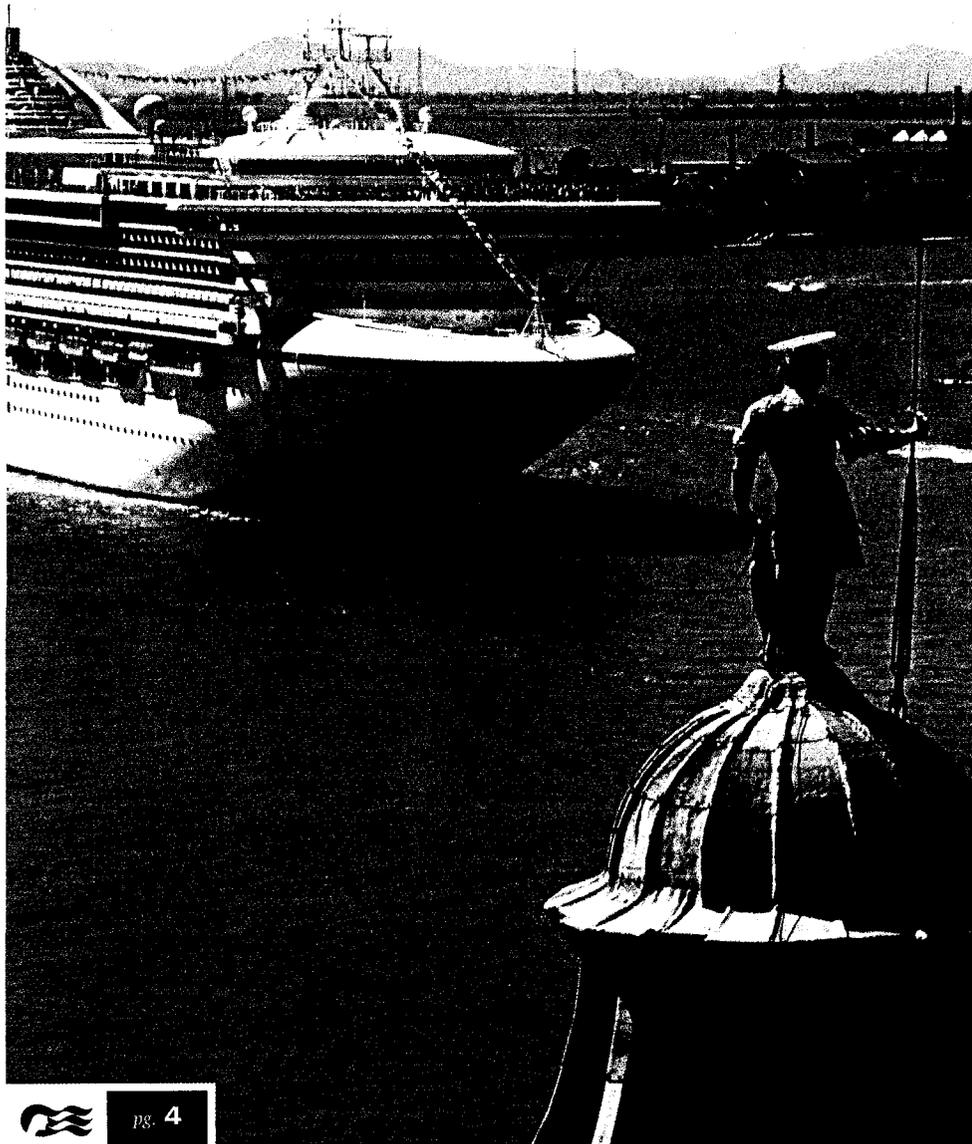
Only 670 passengers

30,000 gross tons

592 feet in length

Gibraltar registered





HOW TO NAVIGATE THIS BROCHURE



CHART A JOURNEY OF DISCOVERY

Alaska Cruises & Cruisetours

pgs. **5-6**

Canada/New England Cruises

pg. **7**

Mexican Riviera Cruises

pg. **7**

Caribbean Cruises

pgs. **8-10**

Europe Cruises & Cruisetours

pgs. **11-14**

Exotics Cruises & Cruisetours

Australia/New Zealand

pg. **15**

Asia

pgs. **15-16**

Tahiti, Hawaii, South Pacific

pgs. **16-18**

South America

pgs. **18-19**

Connoisseur Voyages

pg. **19**

Exotics Cruisetours

pg. **20**

Panama Canal

pgs. **21-22**

Cruise Plus®

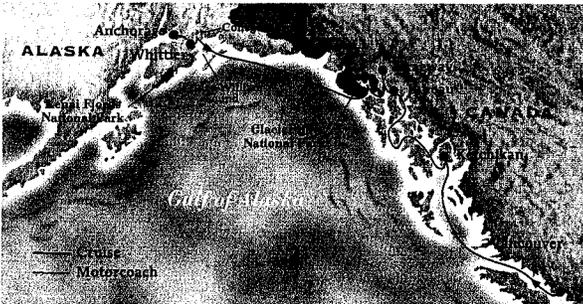
pgs. **23**

Cruise Calendar

pgs. **24-25**



VOYAGE OF THE GLACIERS



7 DAYS CORAL/ISLAND PRINCESS
Saturday departures
SUN/DAWN PRINCESS
Monday departures

2004 DEPARTURE DATES

May 8	Coral Dawn	21 Dawn	Aug 2	Dawn Island
10	Dawn	26	7	Island Sun
15	Sun	28	9	Sun
22	Sun	5	14	Coral Dawn
24	Dawn	10	16	Dawn Island
29	Island	12	21	Sun
31	Sun	17	23	Sun
Jun 5	Coral Dawn	19 Dawn	28	Coral Dawn
7	Dawn	24	30	Dawn Island
12	Island	26	Sep 4	Island Sun
14	Sun	31	6	Sun
19	Coral			

NORTHBOUND

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Vancouver, B.C.		EMBARK PM
2	Inside Passage Scenic Cruising		
3	Ketchikan	6:30 AM	2:30 PM
4	Juneau	7 AM	7:30 PM
5	Skagway	7 AM	8 PM
6	Glacier Bay National Park Scenic Cruising	6 AM	3 PM
7	College Fjord Scenic Cruising	3 PM	6 PM
8	Whittier (Anchorage)		DISEMBARK AM

VOYAGE OF THE GLACIERS

7 DAYS CORAL/ISLAND PRINCESS
Saturday departures
SUN/DAWN PRINCESS
Monday departures

2004 DEPARTURE DATES

May 15	Coral Dawn	26 Coral	7 Coral
17	Dawn	28	9 Dawn
22	Island	3	14 Island
24	Sun	5	16 Sun
29	Coral	10	21 Coral
31	Dawn	12	23 Dawn
Jun 5	Island	17	28 Island
7	Sun	19	30 Sun
12	Coral	24	Sep 4 Coral
14	Dawn	26	6 Dawn
19	Island	31	11 Island
21	Sun	Aug 2	13 Sun

SOUTHBOUND

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Whittier (Anchorage)		EMBARK PM
2	College Fjord Scenic Cruising	6:30 AM	9:30 AM
3	Glacier Bay National Park Scenic Cruising	10:30 AM	8:30 PM
4	Skagway	6:30 AM	8 PM
5	Juneau	6:30 AM	4 PM
6	Ketchikan	8:30 AM	5:45 PM
7	Inside Passage Scenic Cruising		
8	Vancouver, B.C.		DISEMBARK AM

INSIDE PASSAGE

7 DAYS SAPPHIRE PRINCESS
Sunday departures

ROUNDTRIP
from
SEATTLE

2004 DEPARTURE DATES

May 16	18
23	25
30	Aug 1
Jun 6	8
13	15
20	22
27	29
Jul 4	Sep 5
11	12

† Endicott Arm may be substituted on some voyages due to ice or weather conditions.

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Seattle		EMBARK PM
2	At Sea		
3	Ketchikan	6:30 AM	5 PM
4	Tracy Arm Scenic Cruising†	6 AM	10 AM
4	Juneau	1 PM	10 PM
5	Skagway	6 AM	6 PM
6	At Sea		
7	Victoria, B.C.	5 PM	12 M
8	Seattle		DISEMBARK AM

INSIDE PASSAGE

7 DAYS DIAMOND PRINCESS
Saturday departures

ROUNDTRIP
from
SEATTLE

2004 DEPARTURE DATES

May 8	17
15	24
22	31
29	Aug 7
Jun 5	14
12	21
19	28
Jul 2	Sep 4
10	11

† Endicott Arm may be substituted on some voyages due to ice or weather conditions.

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Seattle		EMBARK PM
2	At Sea		
3	Juneau	11 AM	10 PM
4	Skagway	6 AM	8:45 PM
5	Tracy Arm Scenic Cruising†	11 AM	3 PM
6	Ketchikan	6 AM	12:30 PM
7	Victoria, B.C.	7 PM	12 M
8	Seattle		DISEMBARK AM

INSIDE PASSAGE

10 DAYS REGAL PRINCESS

ROUNDTRIP
from
SAN FRANCISCO

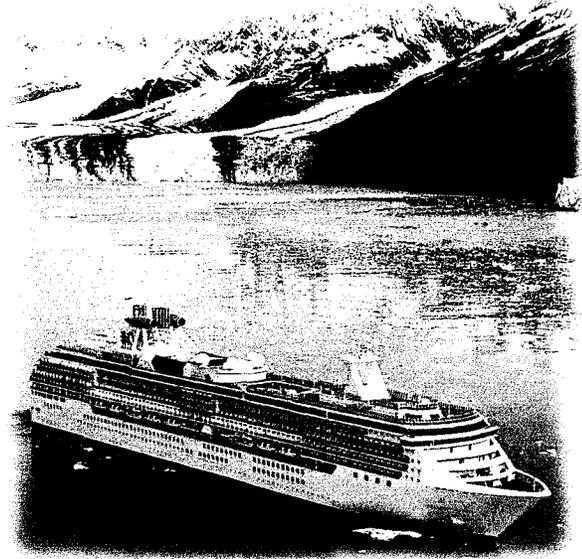
2004 DEPARTURE DATES

May 6	Jul 5*
16*	15*
26*	25*
Jun 5*	Aug 4*
15*	14*
25*	

* These itineraries vary by time and port order. Sitka may be substituted for Ketchikan and Haines may be substituted for Skagway. See the 2004 Alaska Brochure for complete itinerary description.

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	San Francisco		EMBARK PM
2-3	At Sea		
4	Juneau	1 PM	9 PM
5	Skagway	7 AM	8:30 PM
6	Tracy Arm Scenic Cruising†	7 AM	12 N
7	Ketchikan	7 AM	5 PM
8	At Sea		
9	Victoria, B.C.	7 AM	2 PM
10	At Sea		
11	San Francisco		DISEMBARK AM



Coral Princess in College Fjord, Alaska





Park Rangers are at our lodges to enrich your stay

HEART OF ALASKA CRUISETOUR

12
DAYS



CRUISETOUR 3S

2004 DEPARTURE DATES

Date	Ship	Date	Ship
May 11	Coral	Aug 3	Coral
13	Dawn	5	Dawn
18	Island	10	Island
20	Sun	12	Sun
25	Coral	17	Coral
27	Dawn	19	Dawn
Jun 1	Island	24	Island
3	Sun	26	Sun
8	Coral	31	Coral
10	Dawn	Sep 2	Dawn
15	Island	7	Island
17	Sun	9	Sun
22	Coral		
24	Dawn		
29	Island		
Jul 1	Sun		
6	Coral		
8	Dawn		
13	Island		
15	Sun		
20	Coral		
22	Dawn		
27	Island		
29	Sun		



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land
1	Fairbanks		
2	Fairbanks/Denali		
3	Denali/Mt. McKinley		
4	Mt. McKinley		
5	Mt. McKinley/Whittier/Emabrk		
6	College Fjord Scenic Cruising		
7	Glacier Bay National Park Scenic Cruising		
8	Skagway		
9	Juneau		
10	Ketchikan		
11	Inside Passage Scenic Cruising		
12	Vancouver		

HEART OF ALASKA CRUISETOUR

13
DAYS



CRUISETOUR 12S

2004 DEPARTURE DATES

Date	Ship	Date	Ship
May 10	Coral	Aug 2	Coral
12	Dawn	4	Dawn
17	Island	9	Island
19	Sun	11	Sun
24	Coral	16	Coral
26	Dawn	18	Dawn
Island	23	Island	25
31	Sun	25	Sun
Jun 7	Coral	Sep 30	Coral
9	Dawn	Sep 1	Dawn
14	Island	6	Island
16	Sun	8	Sun
21	Coral		
23	Dawn		
28	Island		
30	Sun		
Jul 5	Coral		
7	Dawn		
12	Island		
14	Sun		
19	Coral		
21	Dawn		
26	Island		
28	Sun		



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land
1	Fairbanks		
2	Fairbanks		
3	Fairbanks/Denali		
4	Denali		
5	Denali/Anchorage		
6	Anchorage/Whittier/Embrk		
7	College Fjord Scenic Cruising		
8	Glacier Bay National Park Scenic Cruising		
9	Skagway		
10	Juneau		
11	Ketchikan		
12	Inside Passage Scenic Cruising		
13	Vancouver		

HEART OF ALASKA CRUISETOUR

14
DAYS



CRUISETOUR 14S

2004 DEPARTURE DATES

Date	Ship	Date	Ship
May 11	Dawn	Aug 1	Coral
16	Island	3	Dawn
18	Sun	8	Island
23	Coral	10	Sun
25	Dawn	15	Coral
30	Island	17	Dawn
Jun 1	Sun	22	Island
6	Coral	24	Sun
8	Dawn	29	Coral
13	Island	31	Dawn
15	Sun	Sep 5	Island
20	Coral	7	Sun
22	Dawn		
27	Island		
29	Sun		
Jul 4	Coral		
6	Dawn		
11	Island		
13	Sun		
18	Coral		
20	Dawn		
25	Island		
27	Sun		



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land
1	Fairbanks		
2	Fairbanks		
3	Fairbanks/Denali		
4	Denali/Mt. McKinley		
5	Mt. McKinley		
6	Mt. McKinley/Anchorage		
7	Anchorage/Whittier/Embark		
8	College Fjord Scenic Cruising		
9	Glacier Bay National Park Scenic Cruising		
10	Skagway		
11	Juneau		
12	Ketchikan		
13	Inside Passage Scenic Cruising		
14	Vancouver		

ALASKA WILDERNESS/KENAI CRUISETOUR

14
DAYS



CRUISETOUR 16S

2004 DEPARTURE DATES

Date	Ship	Date	Ship
May 11	Dawn	Aug 1	Coral
16	Island	3	Dawn
18	Sun	8	Island
23	Coral	10	Sun
25	Dawn	15	Coral
Jun 1	Sun	17	Dawn
6	Coral	24	Sun
8	Dawn	29	Coral
13	Island	31	Dawn
15	Sun	Sep 7	Sun
20	Coral		
22	Dawn		
29	Sun		
Jul 4	Coral		
6	Dawn		
11	Island		
13	Sun		
18	Coral		
20	Dawn		
27	Sun		



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land
1	Fairbanks		
2	Fairbanks		
3	Fairbanks/Denali		
4	Denali/Mt. McKinley		
5	Mt. McKinley/Kenai		
6	Kenai		
7	Kenai/Whittier/Embark		
8	College Fjord Scenic Cruising		
9	Glacier Bay National Park Scenic Cruising		
10	Skagway		
11	Juneau		
12	Ketchikan		
13	Inside Passage Scenic Cruising		
14	Vancouver		

ALASKA WILDERNESS/COPPER RIVER CRUISETOUR

13
DAYS



CRUISETOUR 18S

2004 DEPARTURE DATES

Date	Ship	Date	Ship
May 10	Coral	Aug 2	Coral
12	Dawn	4	Dawn
17	Island	9	Island
19	Sun	11	Sun
26	Dawn	18	Dawn
31	Island	23	Island
Jun 2	Sun	25	Sun
7	Coral	Sep 1	Dawn
9	Dawn	6	Island
14	Island	8	Sun
16	Sun		
23	Dawn		
28	Island		
30	Sun		
Jul 5	Coral		
7	Dawn		
12	Island		
14	Sun		
21	Dawn		
26	Island		
28	Sun		



CRUISETOUR ITINERARY

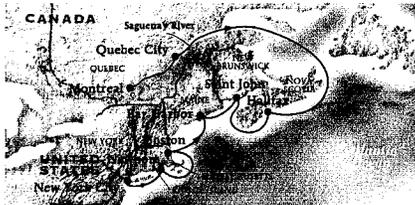
DAY	PORT	By Sea	By Land
1	Anchorage		
2	Anchorage/Denali		
3	Denali		
4	Denali/Copper River		
5	Copper River		
6	Copper River/Whittier/EMBARK		
7	College Fjord Scenic Cruising		
8	Glacier Bay National Park Scenic Cruising		
9	Skagway		
10	Juneau		
11	Ketchikan		
12	Inside Passage Scenic Cruising		
13	Vancouver		

CANADA & NEW ENGLAND CRUISES

CANADA/NEW ENGLAND

10 DAYS REGAL PRINCESS

sail between
NEW YORK CITY
and
MONTREAL



CRUISE ITINERARY

2004 DEPARTURE DATES
Sep 11
Sep 21†
Oct 1
Oct 11
Oct 21

DAY	PORT	ARRIVE	DEPART
1	New York City, New York		EMBARK PM
2	Newport, Rhode Island	8:30 AM	4 PM
3	Boston, Massachusetts	8:30 AM	5 PM
4	Bar Harbor, Maine	8 AM	6 PM
5	Saint John, New Brunswick	7 AM	3 PM
6	Halifax, Nova Scotia	8 AM	5 PM
7	At Sea		
8	Saguenay River Scenic Cruising	9 AM	2 PM
8	Quebec City, Quebec (overnight onboard ship)	11 PM	
9	Quebec City, Quebec		5 PM
10	Montreal, Quebec (overnight onboard ship)	8 AM	
11	Montreal, Quebec		DISEMBARK AM

† Itinerary operates in reverse order.
Port times may vary.

CANADA/COLONIAL AMERICA

13 DAYS REGAL PRINCESS

MONTREAL
to
FT. LAUDERDALE



CRUISE ITINERARY

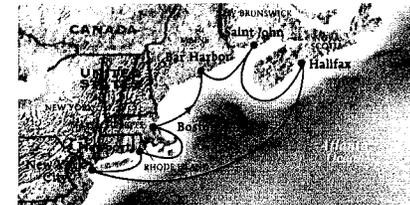
2004 DEPARTURE DATE
Oct 31

DAY	PORT	ARRIVE	DEPART
1	Montreal, Quebec		EMBARK PM
2	Quebec City, Quebec	6 AM	4 PM
3	At Sea		
4	Halifax, Nova Scotia	12 N	6 PM
5	Bar Harbor, Maine	8 AM	6 PM
6	Boston, Massachusetts	8 AM	5 PM
7	Newport, Rhode Island	9 AM	6 PM
8	New York City, New York	8 AM	5 PM
9	Norfolk, Virginia	12 N	10 PM
10	Baltimore, Maryland	8 AM	5 PM
11	At Sea		
12	Charleston, South Carolina	7 AM	5 PM
13	At Sea		
14	Ft. Lauderdale, Florida		DISEMBARK AM

CANADA/NEW ENGLAND

7 DAYS GRAND PRINCESS

ROUNDTRIP
from
NEW YORK CITY



CRUISE ITINERARY

2004 DEPARTURE DATES
Sep 12
Sep 19
Sep 26†
Oct 3
Oct 10
Oct 17
Oct 24

DAY	PORT	ARRIVE	DEPART
1	New York City, New York		EMBARK PM
2	At Sea		
3	Halifax, Nova Scotia	8 AM	5 PM
4	Saint John, New Brunswick	9 AM	5 PM
5	Bar Harbor, Maine	7 AM	6 PM
6	Boston, Massachusetts	7 AM	5 PM
7	Newport, Rhode Island	8 AM	5 PM
8	New York City, New York		DISEMBARK AM

† Itinerary operates in reverse order.
Port times may vary.

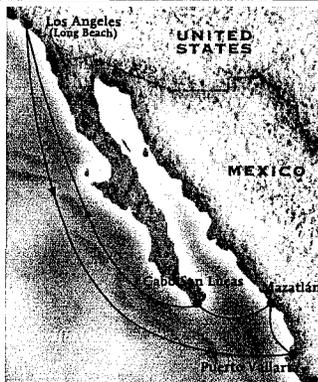
MEXICAN RIVIERA

7 DAYS DIAMOND PRINCESS

ROUNDTRIP
from
LOS ANGELES

2004 DEPARTURE DATES
Sep 25
Oct 2, 9, 16, 23, 30
Nov 6, 13, 20, 27
Dec 4, 11, 22

2005 DEPARTURE DATES
Jan 8, 15, 22, 29
Feb 5, 12, 19, 26
Mar 5, 12, 19, 26
Apr 2, 9, 16, 23



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
Sat	Los Angeles (Long Beach)		EMBARK PM
Sun	At Sea		
Mon	At Sea		
Tue	Puerto Vallarta	7 AM	6 PM
Wed	Mazatlán	7 AM	5 PM
Thu	Cabo San Lucas	7 AM	2 PM
Fri	At Sea		
Sat	Los Angeles (Long Beach)		DISEMBARK AM

MEXICAN RIVIERA

10 DAYS SAPHIRE PRINCESS

ROUNDTRIP
from
SAN FRANCISCO

2004 DEPARTURE DATES
Sep 22
Oct 2, 12, 22†
Nov 1, 11



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	San Francisco		EMBARK PM
2	Catalina Island	12:30 PM	6:30 PM
3-4	At Sea		
5	Puerto Vallarta	7 AM	6 PM
6	Mazatlán	8 AM	6 PM
7	Cabo San Lucas	8 AM	6 PM
8	At Sea		
9	San Diego	8 AM	6 PM
10	At Sea		
11	San Francisco		DISEMBARK AM

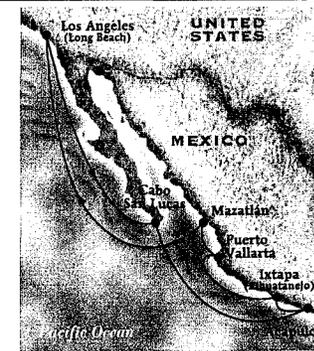
† Port order and times may vary.

MEXICAN RIVIERA

10 DAYS DIAMOND PRINCESS

ROUNDTRIP
from
LOS ANGELES

2004 DEPARTURE DATE
Dec 29



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Los Angeles (Long Beach)		EMBARK PM
2	At Sea		
3	Cabo San Lucas	9 AM	6 PM
4	At Sea		
5	Acapulco	8 AM	11 PM
6	Ixtapa (Zihuatanejo)	7 AM	2 PM
7	Puerto Vallarta	8 AM	7 PM
8	Mazatlán	7 AM	5 PM
9-10	At Sea		
11	Los Angeles (Long Beach)		DISEMBARK AM

CARIBBEAN CRUISES

EASTERN CARIBBEAN

7
DAYS

CARIBBEAN PRINCESS
SUN PRINCESS

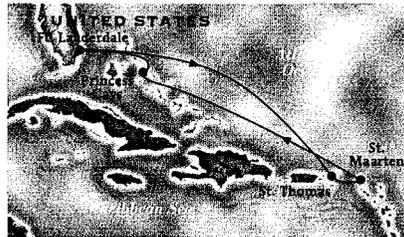
ROUNDRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES
CARIBBEAN PRINCESS

Apr 24
May 1, 15, 22
Jun 5, 12, 26
Jul 3, 17, 24
Aug 7, 14, 28
Sep 4, 18, 25
Oct 2, 9, 16, 23, 30
Nov 6, 13, 20, 27
Dec 4, 11, 26*

2005 DEPARTURE DATES
CARIBBEAN PRINCESS

Jan 8, 15, 22, 29
Feb 5, 12, 19, 26
Mar 5, 12, 19, 26
Apr 21, 9, 16, 23



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
Sat	Ft. Lauderdale		EMBARK PM
Sun	At Sea		
Mon	At Sea		
Tue	St. Thomas	7 AM	6 PM
Wed	St. Maarten	7 AM	5 PM
Thu	At Sea		
Fri	Princess Cays	9 AM	4 PM
Sat	Ft. Lauderdale		DISSEMBARK AM

* Port order and times may vary.
† 12/26 sailing on Caribbean Princess is a Sunday departure. Port order and times may vary. 12/22 sailing on Sun Princess is a Wednesday departure. Port order and times may vary.

EASTERN CARIBBEAN

New!

7
DAYS

STAR PRINCESS

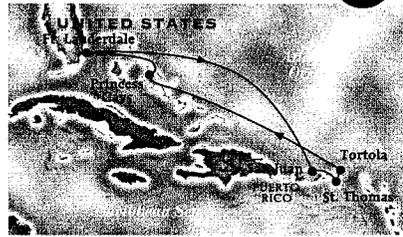
ROUNDRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES

Oct 31
Nov 14, 28
Dec 12, 26

2005 DEPARTURE DATES

Jan 9, 23
Feb 6, 20
Mar 6, 20
Apr 3, 17



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
Sun	Ft. Lauderdale		EMBARK PM
Mon	At Sea		
Tue	San Juan	4 PM	12 M
Wed	St. Thomas	8 AM	6 PM
Thu	Tortola	8 AM	6 PM
Fri	At Sea		
Sat	Princess Cays	9 AM	4 PM
Sun	Ft. Lauderdale		DISSEMBARK AM

WESTERN CARIBBEAN

New!

7
DAYS

GRAND PRINCESS

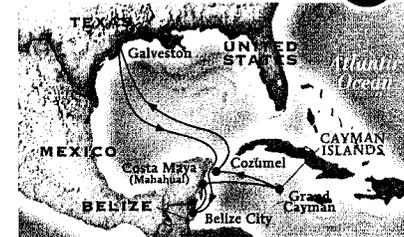
ROUNDRIP
from
GALVESTON

2004 DEPARTURE DATES

Nov 13, 20, 27
Dec 4, 11

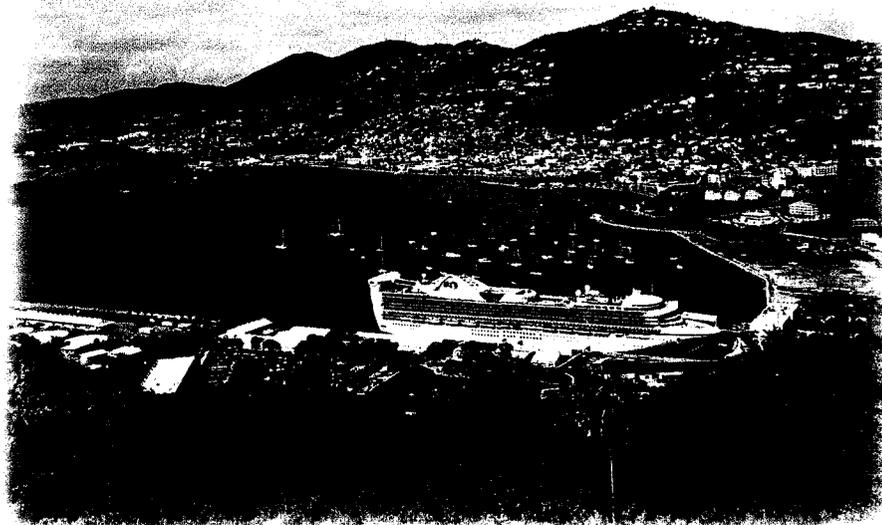
2005 DEPARTURE DATES

Jan 8, 15, 22, 29
Feb 5, 12, 19, 26
Mar 5, 12, 19, 26
Apr 2, 9

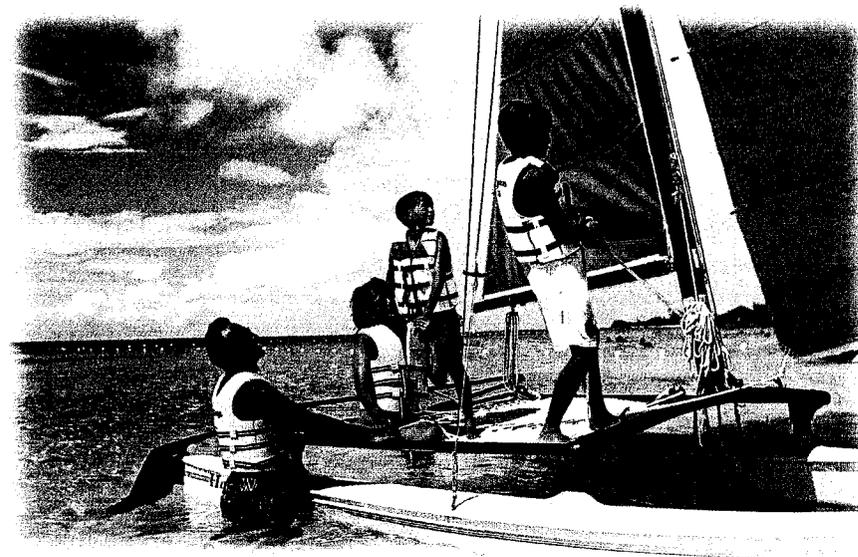


CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
Sat	Galveston		EMBARK PM
Sun	At Sea		
Mon	Belize City	1 PM	7 PM
Tue	Costa Maya (Mahahual)	8 AM	4 PM
Wed	Grand Cayman	12 N	7 PM
Thu	Cozumel	10 AM	6 PM
Fri	At Sea		
Sat	Galveston		DISSEMBARK AM



St. Thomas, U.S. Virgin Islands



Princess Cays



CARIBBEAN CRUISES

WESTERN CARIBBEAN

7 DAYS

CARIBBEAN PRINCESS
STAR PRINCESS
DAWN PRINCESS

ROUNDTRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES

CARIBBEAN PRINCESS

Apr 17[†]
May 8*, 29[†]
Jun 19*
Jul 10[†], 31*
Aug 21[†]
Sep 11*

STAR PRINCESS

Oct 24
Nov 7, 21
Dec 5, 19

DAWN PRINCESS

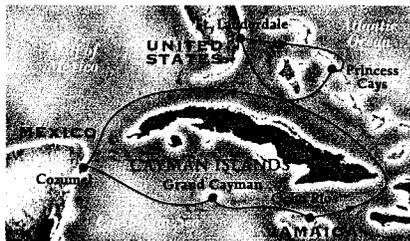
Dec 23*

2005 DEPARTURE DATES

STAR PRINCESS

Jan 2, 16, 30
Feb 13, 27
Mar 13, 27
Apr 10, 24

[†] Montego Bay replaces Ocho Rios.
* Port order and times may vary.



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale		EMBARK PM
2	Princess Cays	9 AM	4 PM
3	At Sea		
4	Cozumel	7 AM	5 PM
5	Grand Cayman	12 N	7 PM
6	Ocho Rios	9 AM	4 PM
7	At Sea		
8	Ft. Lauderdale		DISEMBARK AM

WESTERN CARIBBEAN

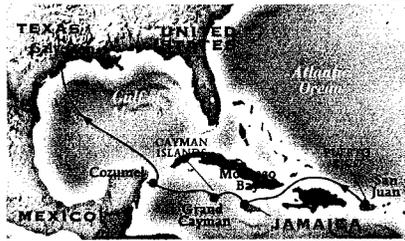
6 DAYS

GRAND PRINCESS

SAN JUAN
to
GALVESTON

2004 DEPARTURE DATE

Nov 7



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	San Juan		EMBARK PM
2	At Sea		
3	Montego Bay	10 AM	6 PM
4	Grand Cayman	7 AM	4 PM
5	Cozumel	8 AM	6 PM
6	At Sea		
7	Galveston		DISEMBARK AM

SOUTHERN CARIBBEAN EXPLORER

7 DAYS

GOLDEN PRINCESS

ROUNDTRIP
from
SAN JUAN

2004 DEPARTURE DATES

May 9, 23
Jun 6, 20
Jul 4, 18
Aug 1, 15, 29
Sep 12, 26
Oct 10, 24
Nov 7, 21
Dec 5, 19

2005 DEPARTURE DATES

Jan 2, 16, 30
Feb 13, 27
Mar 13, 27
Apr 10, 24



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
Sun	San Juan		EMBARK PM
Mon	St. Thomas	7 AM	6 PM
Tue	St. Kitts	7 AM	3 PM
Wed	Grenada	9 AM	3 PM
Thu	Caracas (La Guaira)	9 AM	7 PM
Fri	Aruba	8 AM	5 PM
Sat	At Sea		
Sun	San Juan		DISEMBARK AM

EASTERN CARIBBEAN

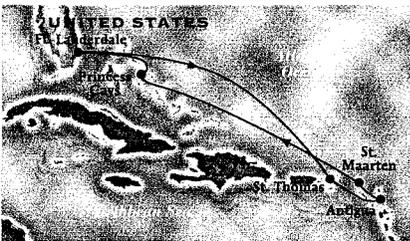
8 DAYS

CARIBBEAN PRINCESS

ROUNDTRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATE

Dec 18



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale		EMBARK PM
2-3	At Sea		
4	St. Thomas	7 AM	6 PM
5	Antigua	8 AM	6 PM
6	St. Maarten	7 AM	5 PM
7	At Sea		
8	Princess Cays	9 AM	4 PM
8	Ft. Lauderdale		DISEMBARK AM

WESTERN CARIBBEAN

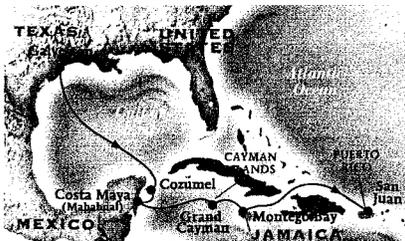
7 DAYS

GRAND PRINCESS

GALVESTON
to
SAN JUAN

2004 DEPARTURE DATE

Apr 16



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Galveston		EMBARK PM
2	At Sea		
3	Cozumel	8 AM	6 PM
4	Costa Maya (Mahahual)	8 AM	4 PM
5	Grand Cayman	12 N	7 PM
6	Montego Bay	9 AM	4 PM
7	At Sea		
8	San Juan		DISEMBARK AM

CLASSIC SOUTHERN CARIBBEAN

7 DAYS

GOLDEN PRINCESS

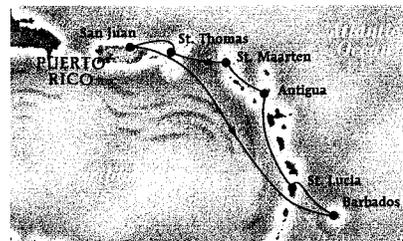
ROUNDTRIP
from
SAN JUAN

2004 DEPARTURE DATES

May 2, 16, 30
Jun 13, 27
Jul 11, 25
Aug 8, 22
Sep 5, 19
Oct 3, 17, 31
Nov 14, 28
Dec 12, 26

2005 DEPARTURE DATES

Jan 9, 23
Feb 6, 20
Mar 6, 20
Apr 3, 17



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
Sun	San Juan		EMBARK PM
Mon	At Sea		
Tue	Barbados	7 AM	6 PM
Wed	St. Lucia	7 AM	5 PM
Thu	Antigua	8 AM	6 PM
Fri	St. Maarten	8 AM	6 PM
Sat	St. Thomas	7 AM	6 PM
Sun	San Juan		DISEMBARK AM



CARIBBEAN CRUISES

EASTERN CARIBBEAN ISLANDER

10
DAYS

SUN PRINCESS

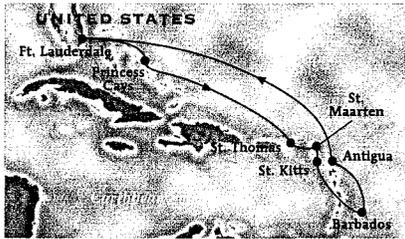
ROUNDTRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES

Oct 13[†]
Nov 2, 22
Dec 12

2005 DEPARTURE DATES

Jan 8, 28*
Feb 17^{††}
Mar 9, 29



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale		EMBARK PM
2	Princess Cays	9 AM	4 PM
3	At Sea		
4	St. Thomas	7 AM	6 PM
5	St. Maarten	7 AM	6 PM
6	St. Kitts	7 AM	3 PM
7	Barbados	8 AM	5 PM
8	Antigua	9 AM	6 PM
9	At Sea		
10	At Sea		
11	Ft. Lauderdale		DISEMBARK AM

[†] Port order and times may vary.
^{††} Itinerary operates in reverse order.
Port order and times may vary.

SOUTHERN CARIBBEAN MEDLEY

10
DAYS

DAWN PRINCESS

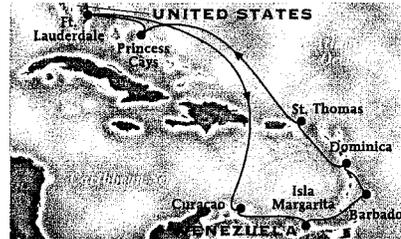
ROUNDTRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES

Oct 14
Nov 3[†], 23
Dec 13, 30

2005 DEPARTURE DATES

Jan 19[†]
Feb 8, 28
Mar 20
Apr 9



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale		EMBARK PM
2	At Sea		
3	At Sea		
4	Curacao	8 AM	5 PM
5	Isla Margarita	10 AM	4 PM
6	Barbados	9 AM	6 PM
7	Dominica	7 AM	5 PM
8	St. Thomas	8 AM	6 PM
9	At Sea		
10	Princess Cays	9 AM	4 PM
11	Ft. Lauderdale		DISEMBARK AM

[†] Itinerary operates in reverse order.
Port times may vary.

EASTERN CARIBBEAN

7
DAYS

GRAND PRINCESS

NEW YORK CITY
to
SAN JUAN

2004 DEPARTURE DATE

Oct 31

2005 DEPARTURE DATE

Apr 23[†]



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	New York City		EMBARK PM
2-4	At Sea		
5	St. Thomas	7 AM	6 PM
6	Dominica	8 AM	6 PM
7	St. Maarten	7 AM	6 PM
8	San Juan		DISEMBARK AM

[†] Itinerary operates in reverse order.
Port order and times may vary.

WESTERN CARIBBEAN ADVENTURER

10
DAYS

DAWN PRINCESS

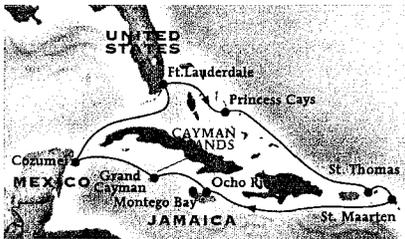
ROUNDTRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES

DAWN PRINCESS
Oct 4, 24[†]
Nov 13
Dec 3^{††}

2005 DEPARTURE DATES

DAWN PRINCESS
Jan 9, 29Δ
Feb 18Δ
Mar 10[†], 30Δ
Apr 19



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale		EMBARK PM
2	Princess Cays	9 AM	4 PM
3	At Sea		
4	St. Thomas	7 AM	6 PM
5	St. Maarten	7 AM	5 PM
6	At Sea		
7	Ocho Rios	12 N	6 PM
8	Grand Cayman	8 AM	4 PM
9	Cozumel	8 AM	6 PM
10	At Sea		
11	Ft. Lauderdale		DISEMBARK PM

[†] Itinerary operates in reverse order.
^{††} Port order and times may vary.
^{†††} Itinerary operates in reverse order.
Montego Bay replaces Ocho Rios.
Port order and times may vary.
Δ Montego Bay replaces Ocho Rios.

EASTERN CARIBBEAN VOYAGER

10
DAYS

SUN PRINCESS

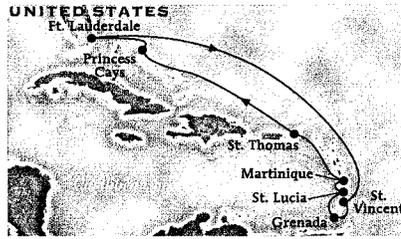
ROUNDTRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES

Oct 23
Nov 12
Dec 2, 29

2005 DEPARTURE DATES

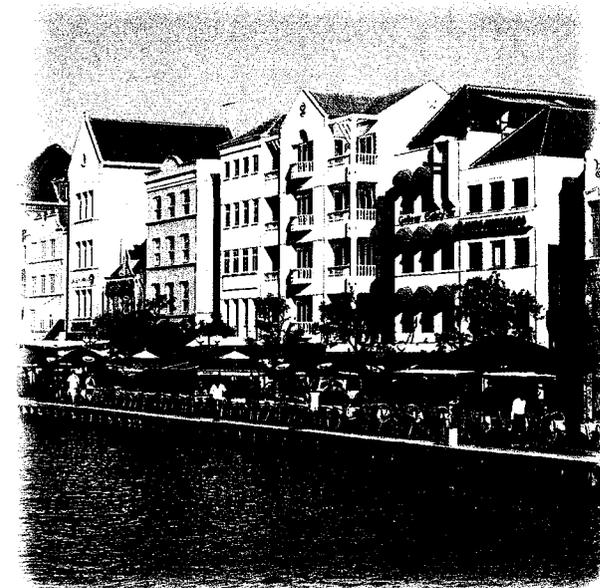
Jan 18
Feb 7, 27
Mar 19[†]
Apr 8



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale		EMBARK PM
2	At Sea		
3	At Sea		
4	St. Vincent	1 PM	6 PM
5	Grenada	8 AM	6 PM
6	St. Lucia	8 AM	6 PM
7	Martinique	7 AM	3 PM
8	St. Thomas	8 AM	6 PM
9	At Sea		
10	Princess Cays	9 AM	4 PM
11	Ft. Lauderdale		DISEMBARK AM

[†] Itinerary operates in reverse order.
Port order and times may vary.



Willemstad, Curaçao

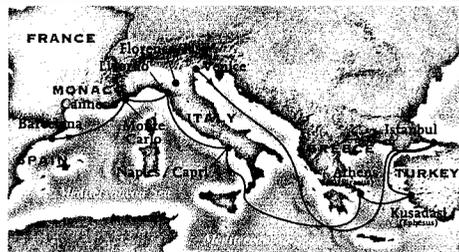
EUROPE CRUISES

GRAND MEDITERRANEAN

12 DAYS

STAR PRINCESS

sail between
BARCELONA
and
VENICE



2004 DEPARTURE

DATES
May 16[†]
May 28[†]
Jun 9
June 21[†]
Jul 3
Jul 15[†]
Jul 27
Aug 8[†]
Aug 20[†]
Sep 1[†]

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Barcelona, Spain (overnight onboard ship)		EMBARK PM
2	Barcelona, Spain		1 PM
3	Monte Carlo, Monaco	7 AM	6 PM
4	Florence/Pisa, Italy (Livorno)	6:30 AM	6 PM
5	Naples/Capri, Italy	8 AM	7 PM
6	At Sea		
7	Athens, Greece (Piraeus)	6 AM	5:45 PM
8	Kusadasi, Turkey (for Ephesus)	7 AM	1 PM
9	Istanbul, Turkey	8 AM	6 PM
10	At Sea		
11	At Sea		
12	Venice, Italy (overnight onboard ship)	8 AM	
13	Venice, Italy		DISEMBARK AM

† Itinerary operates in reverse order. Port times may vary.
* Sailing calls at Cannes in place of Monte Carlo.
? Sailing calls at Rhodes in place of Athens.

GREEK ISLES

New!

12 DAYS

STAR PRINCESS

sail between
VENICE
and
ROME



2004 DEPARTURE

DATE
Apr 10
Sep 25[†]

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Venice, Italy (overnight onboard ship)		EMBARK PM
2	Venice, Italy		2 PM
3	Dubrovnik, Croatia	8 AM	6 PM
4	Corfu, Greece	8 AM	6 PM
5	Katakolon, Greece (for Olympia)	7 AM	5 PM
6	Athens, Greece (Piraeus)	6 AM	12 M
7	Mykonos, Greece	8 AM	6 PM
8	Kusadasi, Turkey (for Ephesus)	8 AM	6 PM
9	Rhodes, Greece	8 AM	6 PM
10	Santorini, Greece	7 AM	6 PM
11	At Sea		
12	Naples/Capri, Italy	6:30 AM	6 PM
13	Rome, Italy (Civitavecchia)		DISEMBARK AM

† Itinerary operates in reverse order. Port order and times may vary.

MEDITERRANEAN/GREEK ISLES

New!

12 DAYS

STAR PRINCESS

VENICE
to
BARCELONA



2004 DEPARTURE

DATE
May 4

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Venice, Italy		EMBARK PM
2	At Sea		
3	Corfu, Greece	8 AM	6 PM
4	Katakolon, Greece (for Olympia)	7 AM	5 PM
5	Athens, Greece (Piraeus)	6 AM	12 M
6	Mykonos, Greece	8 AM	12 M
7	Kusadasi, Turkey (for Ephesus)	7 AM	5 PM
8	Santorini, Greece	7 AM	4 PM
9	At Sea		
10	Rome, Italy (Civitavecchia)	8 AM	7 PM
11	Cannes, France (for Monte Carlo)	8 AM	6 PM
12	Barcelona, Spain (overnight onboard ship)		8 AM
13	Barcelona, Spain		DISEMBARK AM

MEDITERRANEAN/AEGEAN

New!

12 DAYS

STAR PRINCESS

ROME
to
VENICE



2004 DEPARTURE

DATE
Apr 22

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Rome, Italy (Civitavecchia)		EMBARK PM
2	Naples/Capri, Italy	7 AM	7 PM
3	Messina, Italy (for Taormina)	8 AM	6 PM
4	Valletta, Malta	8 AM	6 PM
5	At Sea		
6	Santorini, Greece	7 AM	6 PM
7	Kusadasi, Turkey (for Ephesus)	8 AM	6 PM
8	Athens, Greece (Piraeus)	6 AM	5:45 PM
9	Katakolon, Greece (for Olympia)	8 AM	6 PM
10	Corfu, Greece	8 AM	6 PM
11	Dubrovnik, Croatia	8 AM	6 PM
12	Venice, Italy (overnight onboard ship)	12:30 PM	
13	Venice, Italy		DISEMBARK AM

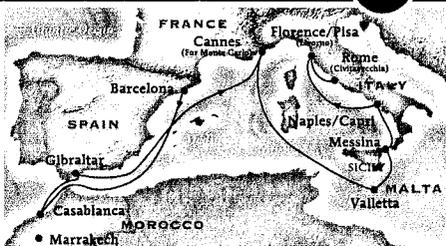
MEDITERRANEAN/MOSAIC

New!

12 DAYS

STAR PRINCESS

BARCELONA
to
ROME



2004 DEPARTURE

DATE
Sep 13

CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Barcelona, Spain (overnight onboard ship)		EMBARK PM
2	Barcelona, Spain		5 PM
3	At Sea		
4	Casablanca, Morocco (for Marrakech)	7 AM	8 PM
5	Gibraltar	8 AM	6 PM
6	At Sea		
7	Cannes, France (for Monte Carlo)	8 AM	6 PM
8	At Sea		
9	Valletta, Malta	8 AM	5 PM
10	Messina, Italy (for Taormina)	8 AM	6 PM
11	Naples/Capri, Italy	7 AM	6 PM
12	Florence/Pisa, Italy (Livorno)	8:30 AM	7:30 PM
13	Rome, Italy (Civitavecchia)		DISEMBARK AM



Venice, Italy



EUROPE CRUISES

EUROPEAN EXPLORER CRUISE

12 DAYS

ROYAL PRINCESS

sail between
ROME
and
LONDON

2004 DEPARTURE DATES

May 7
Jul 30[†]
Aug 11
Sep 4[†]



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Rome, Italy (Civitavecchia)		EMBARK PM
2	Florence/Pisa, Italy (Livorno)	7 AM	7 PM
3	Cannes, France (for Monte Carlo)	7 AM	5 PM
4	Barcelona, Spain	9 AM	6 PM
5	At Sea		
6	Gibraltar	8 AM	5 PM
7	Casablanca, Morocco (for Marrakech)	5 AM	6 PM
8	Seville, Spain (Cadiz)	8 AM	6 PM
9	Lisbon, Portugal	9 AM	5 PM
10	Vigo, Spain	8:30 AM	4 PM
11	At Sea		
12	Paris/Normandy, France (Le Havre)	7 AM	7 PM
13	London, England (Southampton)		DISEMBARK AM

[†] Itinerary operates in reverse order. Port times may vary.

MEDITERRANEAN/TRANSATLANTIC CRUISE

New!

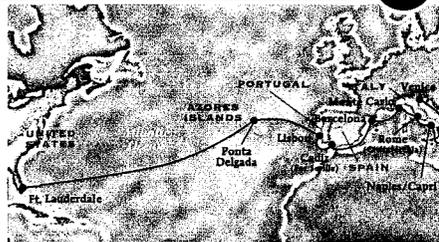
17 DAYS

STAR PRINCESS

VENICE
to
FT. LAUDERDALE

2003 DEPARTURE DATE

Oct 7



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Venice, Italy (overnight onboard ship)		EMBARK PM
2	Venice, Italy		2 PM
3	At Sea		
4	Naples/Capri, Italy	7:30 AM	7 PM
5	Rome, Italy (Civitavecchia)	7 AM	7 PM
6	Monte Carlo, Monaco	7 AM	7 PM
7	Barcelona, Spain	12 N	11 PM
8	At Sea		
9	Seville, Spain (Cadiz)	7 AM	5 PM
10	Lisbon, Portugal	8 AM	6 PM
11	At Sea		
12	Azores Islands, Portugal (Ponta Delgada)	8 AM	3 PM
13-17	At Sea		
18	Ft. Lauderdale, Florida		DISEMBARK AM



Gaudi's Park Guell, Barcelona, Spain

SCANDINAVIA/RUSSIA

10 GRAND PRINCESS DAYS

ROUNDTRIP
from
COPENHAGEN

2004 DEPARTURE DATES

May 29
Jun 18
Jul 8
Jul 28
Aug 17



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Copenhagen, Denmark		EMBARK PM
2	At Sea		
3	Stockholm, Sweden (Nynäshamn)	7 AM	5:30 PM
4	Helsinki, Finland	8:30 AM	6 PM
5	St. Petersburg, Russia (overnight onboard ship)	6:30 AM	
6	St. Petersburg, Russia		6 PM
7	Tallinn, Estonia	7 AM	1 PM
8	Gdansk, Poland (Gdynia)	9 AM	6 PM
9	At Sea		
10	Oslo, Norway (Oslo Fjord Scenic Cruising)	7 AM	2 PM
11	Copenhagen, Denmark		DISEMBARK AM

BALTIC HERITAGE

10 GRAND PRINCESS DAYS

ROUNDTRIP
from
COPENHAGEN

2004 DEPARTURE DATES

May 19[†]
Jun 8
Jul 28
Jul 18[†]
Aug 7



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Copenhagen, Denmark		EMBARK PM
2	At Sea		
3	Stockholm, Sweden (Nynäshamn)	7 AM	5:30 PM
4	Helsinki, Finland	8:30 AM	6 PM
5	St. Petersburg, Russia (overnight onboard ship)	6:30 AM	
6	St. Petersburg, Russia		6 PM
7	Tallinn, Estonia	7 AM	1 PM
8	Gdansk, Poland (Gdynia)	9 AM	4 PM
9	Warnemünde, Germany (for Berlin)	8 AM	10 PM
10	Helsingør, Denmark*	9 AM	11 AM
10	Copenhagen, Denmark (overnight onboard ship)	1 PM	
11	Copenhagen, Denmark		DISEMBARK AM

* Service call for shore excursions. Optional tours will disembark at Helsingør. After tour passengers disembark, the ship will proceed to Copenhagen and passengers on tours from Helsingør will reboard ship.
[†] Port order and times may vary.

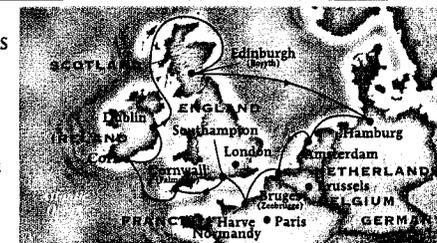
WESTERN EUROPE/BRITISH ISLES

12 DAYS ROYAL PRINCESS

ROUNDTRIP
from
LONDON

2004 DEPARTURE DATES

May 19
Aug 23[†]



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	London, England (Southampton)		EMBARK PM
2	Cornwall, England (Falmouth)	7 AM	6 PM
3	Cork, Ireland	7 AM	6 PM
4	Dublin, Ireland	6 AM	6 PM
5	At Sea		
6	Edinburgh, Scotland (Rosyth) ^{††}	9 AM	9 PM
7	At Sea		
8	Hamburg, Germany (for Berlin)	7 AM	12 M
9	Elbe River Scenic Cruising		
10	Amsterdam, The Netherlands	8 AM	5 PM
11	Brussels/Bruges, Belgium (Zeebrugge)	7 AM	5 PM
12	Paris/Normandy, France (Le Havre)	7 AM	7 PM
13	London, England (Southampton)		DISEMBARK AM

[†] Port times may vary. Arrival and departure at Rosyth, Dublin and Falmouth vary due to tidal conditions.

^{††} Call at Edinburgh extended to accommodate shore excursion for Military Tattoo performance on 8/23 sailing. Call in at South Queensferry instead of Rosyth.

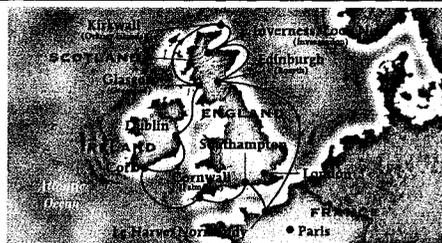
EUROPE CRUISES

BRITISH ISLES

12 ROYAL PRINCESS
DAYS

ROUNDTRIP
from
LONDON

2004 DEPARTURE
DATES
Jun 12
Jul 6†



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	London, England (Southampton)		EMBARK PM
2	Cornwall, England (Falmouth)	7 AM	5 PM
3	Waterford, Ireland	8 AM	6 PM
4	Dublin, Ireland	7 AM	11:30 PM
5	Holyhead, Wales	7 AM	6 PM
6	Glasgow, Scotland (Greenock)	8 AM	7 PM
7	At Sea		
8	Kirkwall, Scotland (Orkney Islands)	7 AM	6 PM
9	Inverness/Loch Ness, Scotland (Invergordon)	7 AM	6 PM
10	Edinburgh, Scotland (Rosyth)	9 AM	9 PM
11	At Sea		
12	Paris/Normandy, France (Le Havre)	7 AM	7 PM
13	London, England (Southampton)		DISEMBARK AM

† Port times may vary. Arrival and departure at Rosyth, Dublin and Falmouth vary due to tidal conditions.

ICELAND/NORWEGIAN FJORDS

12 ROYAL PRINCESS
DAYS

ROUNDTRIP
from
LONDON

2004 DEPARTURE
DATE
Jun 24



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	London, England (Southampton)		EMBARK PM
2	At Sea		
3	Bergen, Norway	12 N	6 PM
4	Hellesylt, Norway*	8:30 AM	10:30 AM
4	Geiranger, Norway Geiranger Fjord Scenic Cruising	12 N	7 PM
5	Trondheim, Norway	9 AM	5 PM
6-7	At Sea, Cross the Arctic Circle		
8	Akureyri, Iceland	7 AM	1 PM
9	Reykjavik, Iceland	8 AM	5 PM
10	At Sea		
11	Belfast, Northern Ireland	12 N	7 PM
12	At Sea		
13	London, England (Southampton)		DISEMBARK AM

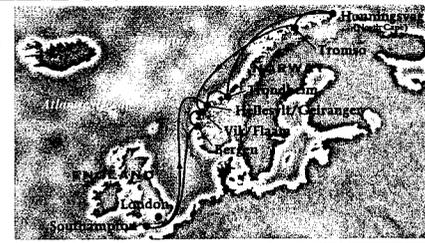
* Service call for Geiranger Fjord overland shore excursion. Optional tours will disembark at Hellesylt. After tour passengers disembark, the ship will proceed to Geiranger and passengers on tours from Hellesylt will board ship.

NORWEGIAN FJORDS/NORTH CAPE

12 ROYAL PRINCESS
DAYS

ROUNDTRIP
from
LONDON

2004 DEPARTURE
DATE
Jul 18



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	London, England (Southampton)		EMBARK PM
2-3	At Sea		
4	Hellesylt, Norway*	8:30 AM	10:30 AM
4	Geiranger, Norway Geiranger Fjord Scenic Cruising	12 N	7 PM
5	Trondheim, Norway	9 AM	5 PM
6	At Sea, Cross the Arctic Circle		
7	Honningsvag, Norway (North Cape)	10 AM	6 PM
8	Tromso, Norway	8 AM	2 PM
9	At Sea		
10	Flaam, Norway	8 AM	1:30 PM
11	Vik, Norway**	4:30 PM	6:30 PM
12	Bergen, Norway	7 AM	3 PM
13	London, England (Southampton)		DISEMBARK AM

* Service call for Geiranger Fjord overland shore excursion. Optional tours will disembark at Hellesylt. After tour passengers disembark, the ship will proceed to Geiranger and passengers on tours from Hellesylt will board ship.

** Service call for Flaam Railway overland shore excursion. After the ship departs from Flaam it will proceed to Vik where passengers on tours from Flaam will board ship.

WESTERN EUROPE

12 ROYAL PRINCESS
DAYS

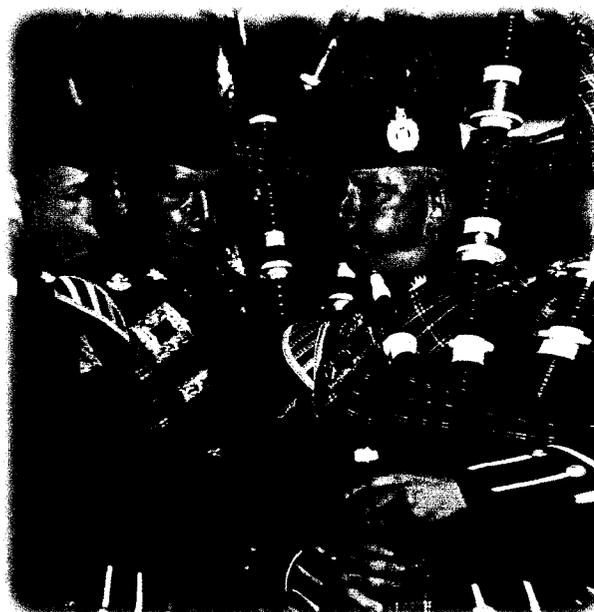
ROUNDTRIP
from
LONDON

2004 DEPARTURE
DATE
May 31

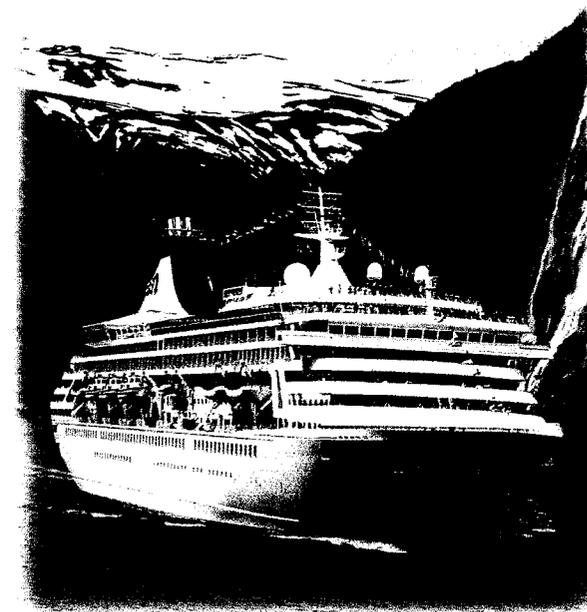


CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	London, England (Southampton)		EMBARK PM
2	At Sea		
3	Bilbao, Spain	7 AM	6 PM
4	Bordeaux, France (Le Verdon)	7 AM	6 PM
5	At Sea		
6	Glasgow/Edinburgh, Scotland (Greenock)	8 AM	7 PM
7	Dublin, Ireland	6 AM	6 PM
8	Cork, Ireland	7 AM	6 PM
9	Cornwall, England (Falmouth)	7 AM	4 PM
10	Paris/Normandy, France (Le Havre)	6 AM	6 PM
11	Rotterdam, the Netherlands	9:30 PM	8 PM
12	Brussels/Bruges, Belgium (Zeebrugge)	7 AM	4 PM
13	London, England (Southampton)		DISEMBARK AM



Bagpipers, Edinburgh, Scotland



Royal Princess in Geiranger Fjord, Norway



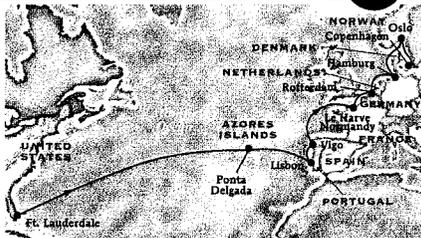
TRANSATLANTIC/WESTERN EUROPE

New!

17 DAYS GRAND PRINCESS

FT. LAUDERDALE
to
COPENHAGEN

2004 DEPARTURE DATE
May 2



CRUISE ITINERARY

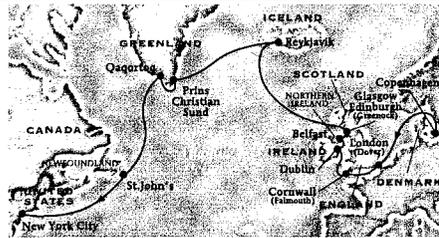
DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2-6	At Sea		
7	Azores Islands, Portugal (<i>Ponta Delgada</i>)	12 N	6 PM
8	At Sea		
9	Lisbon, Portugal	12 N	7 PM
10	Vigo, Spain	9 AM	6 PM
11	At Sea		
12	Paris/Normandy, France (<i>Le Havre</i>)	7 AM	7 PM
13	Rotterdam, The Netherlands	9 AM	7 PM
14	At Sea		
15	Hamburg, Germany (<i>for Berlin</i>)	6 AM	11 PM
16	At Sea		
17	Oslo, Norway, <i>Oslo Fjord Scenic Cruising</i>	7 AM	1 PM
18	Copenhagen, Denmark	DISSEMBARK AM	

ICELAND & GREENLAND/TRANSATLANTIC

16 DAYS GRAND PRINCESS

COPENHAGEN
to
NEW YORK

2004 DEPARTURE DATE
Aug 27



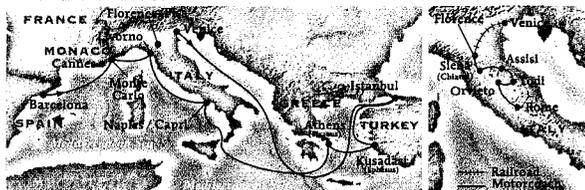
CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Copenhagen, Denmark		EMBARK PM
2	At Sea		
3	Dover, England (<i>for London</i>)	7 AM	7 PM
4	Cornwall, England (<i>Falmouth</i>)	9 AM	6 PM
5	Dublin, Ireland	10 AM	9 PM
6	Glasgow/Edinburgh, Scotland (<i>Greenock</i>)	8 AM	12 M
7	Belfast, Northern Ireland	10:30 AM	5:30 PM
8	At Sea		
9	Reykjavik, Iceland	9 AM	9 PM
10	At Sea		
11	Prins Christian Sund Scenic Cruising	12 N	6 PM
12	Qaqortoq, Greenland	7 AM	2 PM
13	At Sea		
14	St. Johns, Newfoundland, Canada	12 N	7 PM
15-16	At Sea		
17	New York City, New York	DISSEMBARK AM	



Church of the Savior on the Spilled Blood, St. Petersburg, Russia

MEDITERRANEAN CRUISETOUR



CRUISETOUR 1A/1C

CRUISETOUR ITINERARY

18 DAYS STAR PRINCESS

ROME, TODI
and
FLORENCE
plus
GRAND MEDITERRANEAN CRUISE

2004 DEPARTURE DATES

Apr 5[†]
Apr 29
May 23
Jun 16
Jul 10
Aug 3
Aug 27

DAY	PORT	By Sea	By Land
1	Rome		
2	Rome		
3	Rome/Todi		
4	Todi/Florence		
5	Florence		
6	Florence/Venice/Embark		
7	Venice, Italy (<i>overnight onboard ship</i>)		
8-9	At Sea		
10	Istanbul, Turkey		
11	Kusadasi, Turkey (<i>for Ephesus</i>)		
12	Athens, Greece (<i>Piraeus</i>)		
13	At Sea		
14	Naples/Capri, Italy		
15	Florence/Pisa, Italy (<i>Livorno</i>)		
16	Monte Carlo, Monaco		
17	Barcelona, Spain (<i>overnight onboard ship</i>)		
18	Barcelona, Spain		

[†] Cruisetour 1A only combinable with 12-day Greek Isle cruise shown on pg. 11.

SCANDINAVIA/RUSSIA CRUISETOUR



CRUISETOUR 4A/4C

CRUISETOUR ITINERARY

17 DAYS GRAND PRINCESS

BUDAPEST, VIENNA
and
PRAGUE
plus
SCANDINAVIA/RUSSIA CRUISE

2004 DEPARTURE DATES

May 13[†] Jul 2
May 23 Jul 12[†]
Jun 21 Jul 22
Jun 12 Aug 1[†]
Jun 22[†] Aug 11

DAY	PORT	By Sea	By Land
1	Budapest		
2	Budapest		
3	Budapest/Vienna		
4	Vienna		
5	Vienna/Prague		
6	Prague		
7	Prague/Copenhagen/Embark		
8	At Sea		
9	Stockholm, Sweden (<i>Nynäshamn</i>)		
10	Helsinki, Finland		
11	St. Petersburg, Russia (<i>overnight onboard ship</i>)		
12	St. Petersburg, Russia		
13	Tallinn, Estonia		
14	Gdansk, Poland		
15	At Sea		
16	Oslo, Norway, <i>Oslo Fjord Scenic Cruising</i>		
17	Copenhagen, Denmark		

[†] Cruisetour 4A only combinable with 10-day Baltic Heritage cruise shown on pg. 12.

WESTERN EUROPE CRUISETOUR



CRUISETOUR 7A/7C

CRUISETOUR ITINERARY

18 DAYS ROYAL PRINCESS

PARIS, EUROSTAR
and
LONDON
plus
WESTERN EUROPE BRITISH ISLES CRUISE

2004 DEPARTURE DATES

May 14A, 26* Jul 11, 13*, 250
Jun 7†, 19* Aug 18A, 300

DAY	PORT	By Sea	By Land
1	Paris		
2	Paris		
3	Paris		
4	Paris/London		
5	London		
6	London/Southampton/Embark		
7	At Sea		
8	Bilbao, Spain		
9	Bordeaux, France (<i>Le Verdon</i>)		
10	At Sea		
11	Glasgow/Edinburgh, Scotland (<i>Greenock</i>)		
12	Dublin, Ireland		
13	Cork, Ireland		
14	Cornwall, England (<i>Falmouth</i>)		
15	Paris/Normandy, France (<i>Le Havre</i>)		
16	Rotterdam, The Netherlands		
17	Brussels/Bruges, Belgium (<i>Zeebrugge</i>)		
18	London, England (<i>Southampton</i>)		

Tours are only available with cruises indicated.
† British Isles cruise Δ W. Europe/British Isles cruise
* Western Europe Cruise
* Iceland/Norwegian Fjords cruise
* Norwegian Fjords/North Cape cruise
◊ Cruisetour 7C only combinable with European Explorer Cruise

EXOTICS CRUISES

AUSTRALIA/NEW ZEALAND

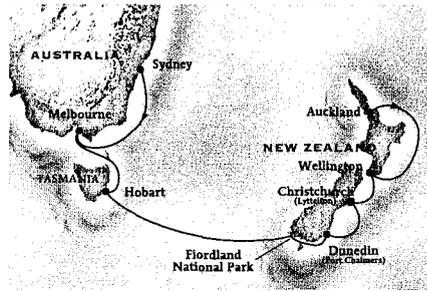
12
DAYS

SAPPHIRE PRINCESS

sail between
AUCKLAND
and
SYDNEY

2005 DEPARTURE DATES

Jan 6
Jan 18†
Jan 30
Feb 11†
Feb 23



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Auckland, New Zealand		EMBARK PM
2	At Sea		
3	Wellington, New Zealand	8 AM	6 PM
4	Christchurch, New Zealand (Lyttelton)	8 AM	6 PM
5	Dunedin, New Zealand (Port Chalmers)	8 AM	6 PM
6	Fiordland National Park Scenic Cruising	8 AM	6 PM
7-8	At Sea		
9	Tasmania, Australia (Hobart)	8 AM	6 PM
10	At Sea		
11	Melbourne, Australia	8 AM	6 PM
12	At Sea		
13	Sydney, Australia	DISEMBARK AM	

† Itinerary operates in reverse order. Port times may vary.

AUSTRALIA/NEW ZEALAND

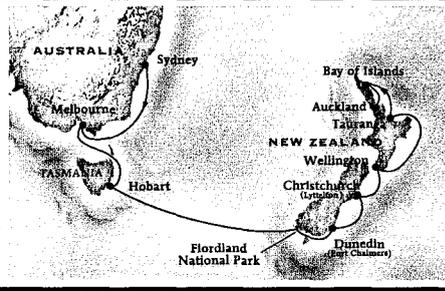
14
DAYS

SAPPHIRE PRINCESS

SYDNEY
to
AUCKLAND

2004 DEPARTURE DATE

Dec 23



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Sydney, Australia		EMBARK PM
2	At Sea		
3	Melbourne, Australia	8 AM	6 PM
4	At Sea		
5	Tasmania, Australia (Hobart)	8 AM	6 PM
6-7	At Sea		
8	Fiordland National Park Scenic Cruising	7 AM	5 PM
9	Dunedin, New Zealand (Port Chalmers)	8 AM	6 PM
10	Christchurch, New Zealand (Lyttelton)	8 AM	6 PM
11	Wellington, New Zealand	8 AM	6 PM
12	At Sea		
13	Tauranga, New Zealand	8 AM	7:30 PM
14	Bay of Islands, New Zealand	8 AM	7 PM
15	Auckland, New Zealand	DISEMBARK AM	

AUSTRALIA/ASIA

19
DAYS

SAPPHIRE PRINCESS

SYDNEY
to
BANGKOK

2005 DEPARTURE DATE

Mar 7



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Sydney, Australia		EMBARK PM
2	At Sea		
3	Brisbane, Australia	8 AM	6 PM
4	At Sea		
5	Cld Harbor, Australia (for Great Barrier Reef)	7 AM	5 PM
6	Cairns, Australia (Yorkey's)	8 AM	6 PM
7-8	At Sea		
9	Darwin, Australia	1 PM	8 PM
10-11	At Sea		
12	Bali, Indonesia (Padang Bay)	7 AM	6 PM
13-14	At Sea		
15	Kuala Lumpur, Malaysia (Port Kelang)	8 AM	6 PM
16	Singapore	8 AM	6 PM
17	At Sea		
18	Ho Chi Minh City, Vietnam (Vung Tau)	7 AM	7:30 PM
19	At Sea		
20	Bangkok, Thailand (Laem Chabang)	DISEMBARK AM	

CHINA/FAR EAST

12
DAYS

PACIFIC PRINCESS
SAPPHIRE PRINCESS

BEIJING
to
OSAKA

2004 DEPARTURE DATE

PACIFIC PRINCESS

Jul 13†

2005 DEPARTURE DATE

SAPPHIRE PRINCESS

Apr 11



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Beijing, China (Xingang)		EMBARK PM
2	Dalian, China	8 AM	5 PM
3	At Sea		
4	Shanghai, China (overnight onboard ship)	7 AM	
5	Shanghai, China		6 PM
6	At Sea		
7	Pusan, South Korea	8 AM	5 PM
8	At Sea		
9	Vladivostok, Russia	5 AM	7:30 PM
10	At Sea		
11	Nagasaki, Japan	7 AM	6 PM
12	At Sea		
13	Osaka, Japan	DISEMBARK AM	

† Sailing calls at Hiroshima on Day 12 in place of Nagasaki. Port times may vary.

SOUTHEAST ASIA/FAR EAST

16
DAYS

PACIFIC PRINCESS

OSAKA
to
BANGKOK

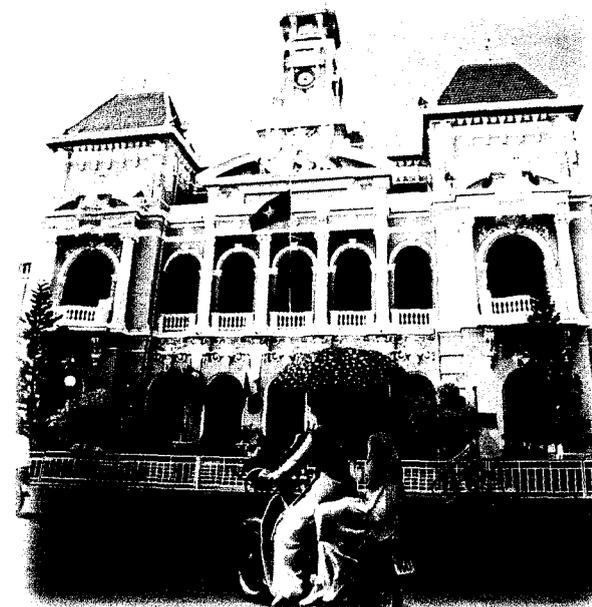
2004 DEPARTURE DATE

Jun 11



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Osaka, Japan		EMBARK PM
2	Hiroshima, Japan	1 PM	6 PM
3	At Sea		
4	Shanghai, China	7 AM	6 PM
5	At Sea		
6	Okinawa, Japan	7 AM	1 PM
7	Taipei, Taiwan (Keelung)	9 AM	7 PM
8	At Sea		
9	Hong Kong, China	8 AM	7 PM
10-11	At Sea		
12	Ho Chi Minh City, Vietnam (Phu My)	7 AM	5 PM
13	At Sea		
14	Singapore	8 AM	6 PM
15	Kuantan, Malaysia	8:30 AM	4:30 PM
16	At Sea		
17	Bangkok, Thailand	DISEMBARK AM	



Ho Chi Minh City, Vietnam



EXOTICS CRUISES

SOUTHEAST ASIA/CHINA

16 PACIFIC PRINCESS
ROYAL PRINCESS
DAYS

Sail between
BANGKOK
and
BEIJING

2004 DEPARTURE DATES
PACIFIC PRINCESS
Jun 27/11
ROYAL PRINCESS
Oct 16 Nov 11



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Bangkok, Thailand (<i>Laem Chabang</i>)		EMBARK PM
2	At Sea		
3	Singapore	9 AM	7 PM
4-5	At Sea		
6	Da Nang, Vietnam	7 AM	7 PM
7	At Sea		
8	Hong Kong, China	7 AM	12 M
9-10	At Sea		
11	Shanghai, China (<i>overnight onboard ship</i>)	7 AM	
12	Shanghai, China		6 PM
13	At Sea		
14	Nagasaki, Japan	7 AM	6 PM
15	Pusan, South Korea	7 AM	4 PM
16	At Sea		
17	Beijing, China (<i>Xingang</i>)		DISEMBARK AM

† Itinerary operates in reverse order. †† Port times may vary. Ship will dock in Bangkok instead of Laem Chabang

SOUTHEAST ASIA/CHINA

16 DAYS
SAPPHIRE PRINCESS

BANGKOK
to
BEIJING

2005 DEPARTURE DATE
Mar 26



CRUISE ITINERARY

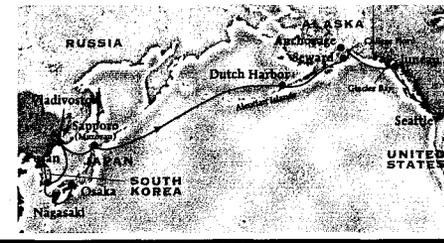
DAY	PORT	ARRIVE	DEPART
1	Bangkok, Thailand (<i>Laem Chabang</i>)		EMBARK PM
2	At Sea		
3	Singapore	9 AM	7 PM
4-5	At Sea		
6	Da Nang, Vietnam	7 AM	7 PM
7	At Sea		
8	Hong Kong, China	7 AM	12 M
9-10	At Sea		
11	Shanghai, China (<i>overnight onboard ship</i>)	7 AM	
12	Shanghai, China		6 PM
13	At Sea		
14	Nagasaki, Japan	7 AM	6 PM
15	Pusan, South Korea	7 AM	4 PM
16	At Sea		
17	Beijing, China (<i>Xingang</i>)		DISEMBARK AM

FAR EAST/ALASKA

19 DAYS
SAPPHIRE PRINCESS

OSAKA
to
SEATTLE

2005 DEPARTURE DATE
Apr 23



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Osaka, Japan		EMBARK PM
2	At Sea		
3	Nagasaki, Japan	7 AM	6 PM
4	Pusan, South Korea	8 AM	5 PM
5	At Sea		
6	Vladivostok, Russia	5 AM	7:30 PM
7	At Sea		
8	Sapporo, Japan (<i>Muroran</i>)	6 AM	6 PM
9-12	At Sea, <i>Cross International Dateline</i>		
13	Dutch Harbor, Alaska (<i>Aleutian Islands</i>)	2:30 PM	7 PM
14	At Sea		
15	Anchorage, Alaska (<i>Seward</i>)	8 AM	6 PM
16	College Fjord Scenic Cruising	6:30 AM	9:30 AM
17	Glacier Bay Scenic Cruising	10:30 AM	8:30 PM
18	Juneau, Alaska	6 AM	2 PM
19	At Sea		
20	Seattle, Washington		DISEMBARK AM

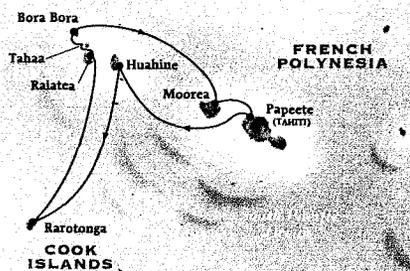
POLYNESIA & THE COOK ISLANDS

10 DAYS
TAHITIAN PRINCESS

ROUNDTRIP
from
PAPEETE

2004 DEPARTURE DATES
May 7, 17, 27 Sep 4, 14, 24
Jun 6, 16, 26 Oct 14
Jul 6, 16, 26 Nov 3, 23
Aug 5, 15, 25 Dec 13

2005 DEPARTURE DATES
Jan 2, 22 Mar 3, 13, 23
Feb 11 Apr 2



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Papeete, Tahiti (<i>overnight onboard ship</i>)		EMBARK PM
2	Papeete, Tahiti		5 PM
3	Huahine, Polynesia	8 AM	5 PM
4	At Sea		
5	Rarotonga, Cook Islands	8 AM	5 PM
6	At Sea		
7	Raiatea, Polynesia (<i>overnight onboard ship</i>)	6 AM	
8	Raiatea, Polynesia		6 AM
8	Tahaa Scenic Cruising	6:30 AM	8:30 AM
8	Bora Bora, Polynesia (<i>overnight onboard ship</i>)	12 N	
9	Bora Bora, Polynesia		5 PM
10	Moorea, Polynesia	8 AM	5 PM
11	Papeete, Tahiti		DISEMBARK AM

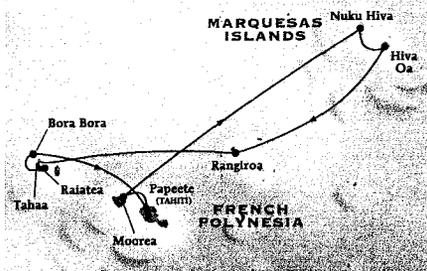
POLYNESIA & THE MARQUESAS ISLANDS

10 DAYS
TAHITIAN PRINCESS

ROUNDTRIP
from
PAPEETE

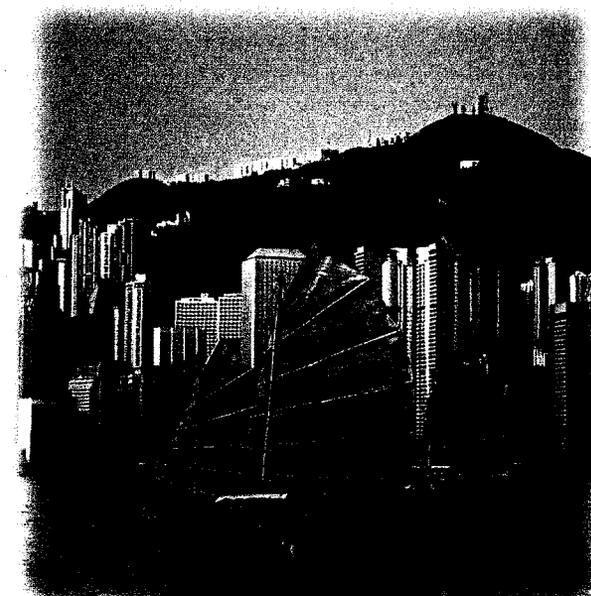
2004 DEPARTURE DATES
Oct 4, 24 Nov 13 Dec 3, 23

2005 DEPARTURE DATES
Jan 12 Feb 1, 21



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Papeete, Tahiti		EMBARK PM
2	Moorea, Polynesia	8 AM	5 PM
3	Tuamotu Atolls Scenic Cruising		
4	At Sea		
5	Nuku Hiva, Marquesas Islands	8 AM	5 PM
6	Hiva Oa, Marquesas Islands	8 AM	5 PM
7	At Sea		
8	Rangiroa, Polynesia	8 AM	4 PM
9	Tahaa Scenic Cruising	8 AM	11 AM
9	Raiatea, Polynesia	12 N	11 PM
10	Bora Bora, Polynesia	8 AM	5 PM
11	Papeete, Tahiti		DISEMBARK AM



Hong Kong Harbor

HAWAII/TAHITI

12 DAYS

PACIFIC PRINCESS
TAHITIAN PRINCESS

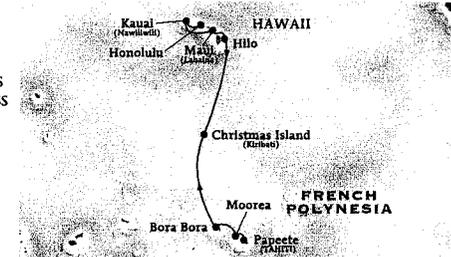
sail between
PAPEETE
and
HONOLULU

2004 DEPARTURE DATES

PACIFIC PRINCESS
May 5
Aug 17†

2005 DEPARTURE DATE

TAHITIAN PRINCESS
Apr 12



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Papeete, Tahiti <i>(overnight onboard ship)</i>		EMBARK PM
2	Papeete, Tahiti		11 PM
3	Moorea, Polynesia	8 AM	5 PM
4	Bora Bora, Polynesia	8 AM	5 PM
5-6	At Sea		
7	Christmas Island, Kiribati	12 N	5 PM
8-9	At Sea		
10	Hilo, Hawaii	8 AM	6 PM
11	Maui, Hawaii (Lahaina)	8 AM	6 PM
12	Kauai, Hawaii (Nawiliwili)	8 AM	6 PM
13	Honolulu, Hawaii		DISEMBARK AM

† Itinerary operates in reverse order. Port times may vary.

HAWAIIAN ISLANDS

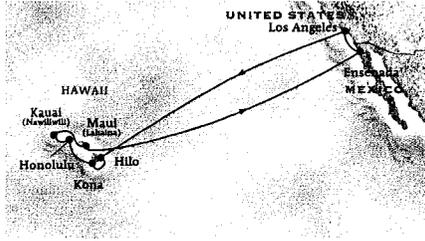
15 DAYS

ISLAND PRINCESS

ROUNDRIP
from
LOS ANGELES

2004 DEPARTURE DATES

Sep 21
Oct 6†
Oct 21†
Nov 5†
Nov 20†
Dec 5†
Dec 20†
Jan 4
Jan 19
Feb 3†
Feb 18
Mar 5†
Mar 20†
Apr 4†
Apr 19



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Los Angeles, California		EMBARK AM
2-5	At Sea		
6	Hilo, Hawaii <i>Kilauea Volcano Scenic Cruising</i>	8 AM	6 PM
7	Kona, Hawaii	8 AM	6 PM
8	Honolulu, Hawaii	8 AM	11 PM
9	Kauai, Hawaii (Nawiliwili)	8 AM	6 PM
10	Maui, Hawaii (Lahaina)	8 AM	6 PM
11-14	At Sea		
15	Ensenada, Mexico (service call)		
16	Los Angeles, California		DISEMBARK AM

† Port order and times may vary.

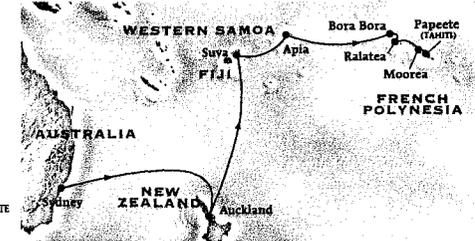
SOUTH PACIFIC ISLANDS

15 DAYS

PACIFIC PRINCESS

SYDNEY
to
PAPEETE

2004 DEPARTURE DATE
Apr 21



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Sydney, Australia		EMBARK PM
2-4	At Sea		
5	Auckland, New Zealand	7 AM	2 PM
6-7	At Sea		
8	Suva, Fiji	11 AM	4:30 PM
9	At Sea, Cross International Dateline		
10	Apia, Western Samoa	8:30 AM	2 PM
11-12	At Sea		
13	Bora Bora, Polynesia	10 AM	6 PM
13	Raiatea, Polynesia (overnight onboard ship)	11 PM	
14	Raiatea, Polynesia		11 PM
15	Moorea, Polynesia	8 AM	5 PM
16	Papeete, Tahiti		DISEMBARK AM

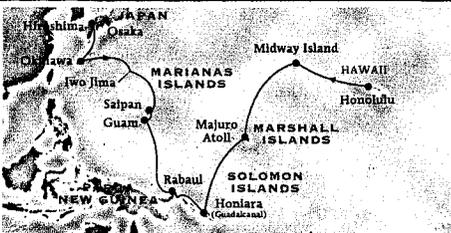
ISLANDS OF THE PACIFIC THEATER

24 DAYS

PACIFIC PRINCESS

sail between
HONOLULU
and
OSAKA

2004 DEPARTURE DATES
May 17
Jul 25†



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Honolulu, Hawaii		EMBARK PM
2-3	At Sea		
4	Midway Island	1 PM	7 PM
5-8	At Sea, Cross International Dateline		
9	Majuro Atoll, Marshall Islands	7 AM	2 PM
10-11	At Sea		
12	Honiara, Solomon Islands (Guadalcanal)	8 AM	12 N
13	At Sea, Guadalcanal Scenic Cruising		
14	Rabaul, Papua New Guinea	9 AM	6 PM
15-16	At Sea		
17	Guam	8 AM	6 PM
18	Saipan, Marianas Islands	12 N	7 PM
19	At Sea		
20	At Sea, Iwo Jima Scenic Cruising	8 AM	11 AM
21	At Sea		
22	Okinawa, Japan	8 AM	6 PM
23	At Sea		
24	Hiroshima, Japan	8 AM	5 PM
25	Osaka, Japan		DISEMBARK AM

† Itinerary operates in reverse order. Port times may vary.



Moorea, Polynesia

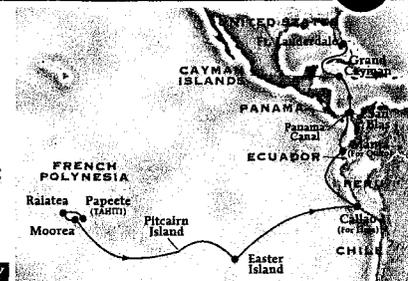
SOUTH PACIFIC EXPLORER

24 DAYS

PACIFIC PRINCESS

PAPEETE
to
FT. LAUDERDALE

2004 DEPARTURE DATE
Aug 29



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Papeete, Tahiti		EMBARK PM
2	Raiatea, Polynesia	8 AM	11 PM
3	Moorea, Polynesia	8 AM	5 PM
4-6	At Sea		
7	Pitcairn Island Scenic Cruising	8 AM	12 N
8-9	At Sea		
10	Easter Island, Chile	8 AM	2 PM
11-14	At Sea		
15	Callao, Peru (overnight for Lima and Machu Picchu)	8 AM	
16	Callao, Peru		1 PM
17	At Sea		
18	Maná, Ecuador (for Quito)	9 AM	7 PM
19	At Sea		
20	Transit Panama Canal	7 AM	4:30 PM
21	San Blas, Panama	8 AM	5 PM
22	At Sea		
23	Grand Cayman, Cayman Islands	7 AM	4 PM
24	At Sea		
25	Ft. Lauderdale, Florida		DISEMBARK AM



EXOTICS CRUISES

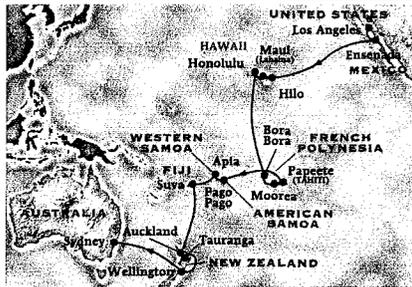
HAWAII/TAHITI/SOUTH PACIFIC

30
DAYS

SAPPHIRE PRINCESS

LOS ANGELES
to
SYDNEY

2004 DEPARTURE DATE
Nov 22



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Los Angeles, California		EMBARK PM
2	Ensenada, Mexico	8 AM	5 PM
3-6	At Sea		
7	Hilo, Hawaii	8 AM	6 PM
8	Maui, Hawaii (<i>Lahaina</i>)	8 AM	6 PM
9	Honolulu, Hawaii	7 AM	5 PM
10-13	At Sea		
14	Bora Bora, Polynesia	8 AM	6 PM
15	Moorea, Polynesia	8 AM	6 PM
15	Papeete, Tahiti (<i>overnight onboard ship</i>)	9 PM	
16	Papeete, Tahiti		6 PM
17-18	At Sea		
19	Pago Pago, American Samoa	8 AM	6 PM
20	Apia, Western Samoa	8 AM	6 PM
21	At Sea, <i>Cross International Dateline</i>		
22	Suva, Fiji	8 AM	6 PM
23-24	At Sea		
25	Auckland, New Zealand	8 AM	6 PM
26	Tauranga, New Zealand	8 AM	7 PM
27	At Sea		
28	Wellington, New Zealand	8 AM	6 PM
29-30	At Sea		
31	Sydney, Australia		DISEMBARK AM



Tahiti, Polynesia

AMAZON/SOUTHERN CARIBBEAN

12
DAYS

ROYAL PRINCESS

FT. LAUDERDALE
to
MANAUS

2005 DEPARTURE DATE
Apr 9



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2-3	At Sea		
4	Tortola, British Virgin Islands	8 AM	6 PM
5	Dominica	9 AM	4 PM
6	Trinidad	9 AM	6 PM
7	At Sea		
8	Devil's Island, French Guiana (<i>Isle Royal</i>)	8 AM	2 PM
9	At Sea		
10	Santarem, Brazil	9 AM	7 PM
11	Boca da Valeria, Brazil (<i>Amazon River</i>)	7 AM	2 PM
12	Manaus, Brazil (<i>overnight onboard ship</i>)	10 AM	
13	Manaus, Brazil		DISEMBARK AM

ORINOCO RIVER/SOUTHERN CARIBBEAN

16
DAYS

ROYAL PRINCESS

ROUNDRIP
from
FT. LAUDERDALE

2005 DEPARTURE DATE
Mar 24



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2-3	At Sea		
4	Limón, Costa Rica	7 AM	7 PM
5	Cristobal, Panama (<i>for Panama Canal</i>)	8 AM	5 PM
6	Cartagena, Colombia	9 AM	2 PM
7	Aruba, Netherlands Antilles	1:30 PM	7 PM
8-9	At Sea		
10	Puerto Ordaz, Venezuela (<i>Orinoco River</i>)	8 AM	6 PM
11	At Sea		
12	Grenada	8 AM	5 PM
13	Dominica	7 AM	5 PM
14	St. Thomas, U.S. Virgin Islands	9 AM	5 PM
15	At Sea		
16	Princess Cays, Bahamas	8 AM	3 PM
17	Ft. Lauderdale, Florida		DISEMBARK AM

CAPE HORN/STRAIT OF MAGELLAN

14
DAYS

ROYAL PRINCESS

sail between
SANTIAGO
and
BUENOS AIRES

2004 DEPARTURE DATES
Jan 10
Jan 24
Feb 7
Feb 21[†]



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Santiago, Chile (<i>Valparaiso</i>)		EMBARK PM
2	At Sea		
3	Puerto Montt, Chile	7 AM	6 PM
4	At Sea		
5	At Sea, <i>Chilean Fjords Scenic Cruising*</i>		
6	At Sea, <i>Amalia Glacier Scenic Cruising*</i>		
7	Punta Arenas, Chile (<i>Strait of Magellan</i>)	7 AM	6 PM
8	<i>Beagle Channel Scenic Cruising*</i>		
8	Ushuaia, Argentina (<i>Tierra del Fuego</i>)	12 N	8 PM
9	At Sea, <i>Cape Horn Scenic Cruising*</i>		
10	Falkland Islands (<i>Stanley</i>)	8 AM	6 PM
11	At Sea		
12	Puerto Madryn, Argentina	6 AM	5 PM
13	At Sea		
14	Montevideo, Uruguay	9 AM	6 PM
15	Buenos Aires, Argentina		DISEMBARK AM

* Times for all scenic cruising are subject to change.
† Itinerary operates in reverse order. Port times may vary.

ANDES/SOUTH AMERICA

17
DAYS

ROYAL PRINCESS

SANTIAGO
to
FT. LAUDERDALE

2005 DEPARTURE DATE
Mar 7



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Santiago, Chile (<i>Valparaiso</i>)		EMBARK PM
2	La Serena, Chile (<i>Coquimbo</i>)	8 AM	5 PM
3	At Sea		
4	Arica, Chile	7 AM	6 PM
5	At Sea		
6	San Martin, Peru (<i>for Pisco and Machu Picchu</i>)	7 AM	6 PM
7	Callao, Peru (<i>overnight for Lima</i>)	5:30 AM	
8	Callao, Peru		1 PM
9	At Sea		
10	Manta, Ecuador (<i>overnight for Quito</i>)	5:30 AM	
11	Manta, Ecuador		1 PM
12	At Sea		
13	Transit Panama Canal	7 AM	4:30 PM
14	Cartagena, Colombia	8 AM	1:30 PM
15	Aruba, Netherlands Antilles	1 PM	7 PM
16-17	At Sea		
18	Ft. Lauderdale, Florida		DISEMBARK AM

EXOTICS CRUISES

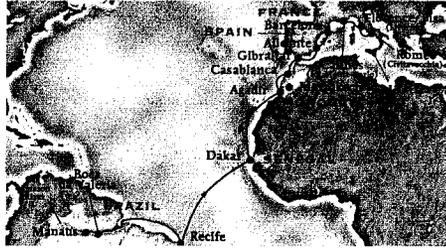
AMAZON RIVER/MEDITERRANEAN

21
DAYS

ROYAL PRINCESS

MANAUS
to
ROME

2005 DEPARTURE DATE
Apr 21



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Manaus, Brazil (overnight onboard ship)		EMBARK PM
2	Manaus, Brazil		7 PM
3	Boca da Valeria, Brazil (Amazon River)	11 AM	6 PM
4-6	At Sea		
7	Recife, Brazil	1 PM	8 PM
8-11	At Sea		
12	Dakar, Senegal	8 AM	5 PM
13-14	At Sea		
15	Agadir, Morocco	7 AM	3 PM
16	Casablanca, Morocco (for Marrakech)	8 AM	9 PM
17	Gibraltar	10 AM	6 PM
18	Alicante, Spain	12 N	6 PM
19	Barcelona, Spain	8 AM	5 PM
20	Cannes, France (for Monte Carlo)	8 AM	7 PM
21	Florence/Pisa, Italy (Livorno)	7 AM	7 PM
22	Rome, Italy (Civitavecchia)	DISEMBARK AM	

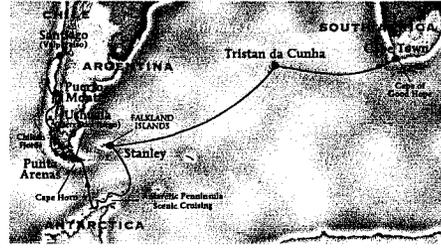
SOUTH ATLANTIC/ANTARCTICA/SOUTH AMERICA

24
DAYS

ROYAL PRINCESS

CAPE TOWN
to
SANTIAGO

2004 DEPARTURE DATE
Dec 17



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Cape Town, South Africa (overnight onboard ship)		EMBARK PM
2	Cape Town, South Africa		3 PM
3	Cape of Good Hope Scenic Cruising		
3-6	At Sea		
6	Tristan Da Cunha, United Kingdom	8 AM	5 PM
7-10	At Sea		
11	Falkland Islands (Stanley)	8 AM	5 PM
12	At Sea		
13-16	Antarctica Peninsula Scenic Cruising* (4 days including: Elephant Island, Antarctic Sound, Deception Island, Gerlache Strait, Neumayer Channel, Schollaert Channel, Sigma Island, and Boyd Strait)		
17	At Sea		
18	Ushuaia, Argentina (Tierra del Fuego)	6 AM	2 PM
19	Punta Arenas, Chile (Strait of Magellan)	7 AM	6 PM
20	At Sea, Amalia Glacier Scenic Cruising*		
21	At Sea, Chilean Fjords Scenic Cruising*		
22	At Sea		
23	Puerto Montt, Chile	7 AM	6 PM
24	At Sea		
25	Santiago, Chile (Valparaiso)	DISEMBARK AM	

*Times for all scenic cruising are subject to change.

WEST AFRICA/SOUTH AMERICA

28
DAYS

PACIFIC PRINCESS

FT. LAUDERDALE
to
CAPE TOWN

2004 DEPARTURE DATE
Sep 22



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2-3	At Sea		
4	St. Kitts, St. Kitts & Nevis	10 AM	7 PM
5	Dominica	7 AM	5 PM
6	Trinidad, Trinidad and Tobago	12 N	6 PM
7	At Sea		
8	Devil's Island, French Guiana (Isle Royal)	12 N	6 PM
9-10	At Sea		
11	Fortaleza, Brazil	8 AM	5 PM
12-15	At Sea		
16	Dakar, Senegal	8 AM	6 PM
17-19	At Sea		
20	Tema, Ghana (for Accra)	8 AM	6 PM
21	Lomé, Togo	8 AM	6 PM
22-25	At Sea		
26	Walvis Bay, Namibia	8 AM	6 PM
27	Lüderitz, Namibia	12 N	6 PM
28	At Sea		
29	Cape Town, South Africa	DISEMBARK AM	

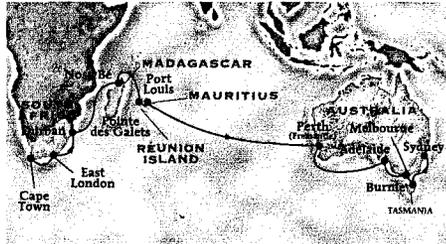
INDIAN OCEAN/AUSTRALIA

28
DAYS

PACIFIC PRINCESS

CAPE TOWN
to
SYDNEY

2004 DEPARTURE DATE
Oct 20



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Cape Town, South Africa		EMBARK PM
2	At Sea		
3	East London, South Africa	7 AM	3 PM
4	Durban, South Africa	8 AM	6 PM
5-7	At Sea		
8	Nosy Bé, Madagascar	7 AM	4 PM
9	At Sea		
10	Point des Galets, Réunion Island	1 PM	11 PM
11	Port Louis, Mauritius	8 AM	6 PM
12-19	At Sea		
20	Perth, Australia (Fremantle)	8 AM	6 PM
21-23	At Sea		
24	Adelaide, Australia	8 AM	6 PM
25	At Sea		
26	Melbourne, Australia	7 AM	5 PM
27	Tasmania, Australia (Burnie)	8 AM	6 PM
28	At Sea		
29	Sydney, Australia	DISEMBARK AM	

ASIA/INDIA/MEDITERRANEAN

30
DAYS

ROYAL PRINCESS

ROME
to
BANGKOK

2004 DEPARTURE DATE
Sep 16



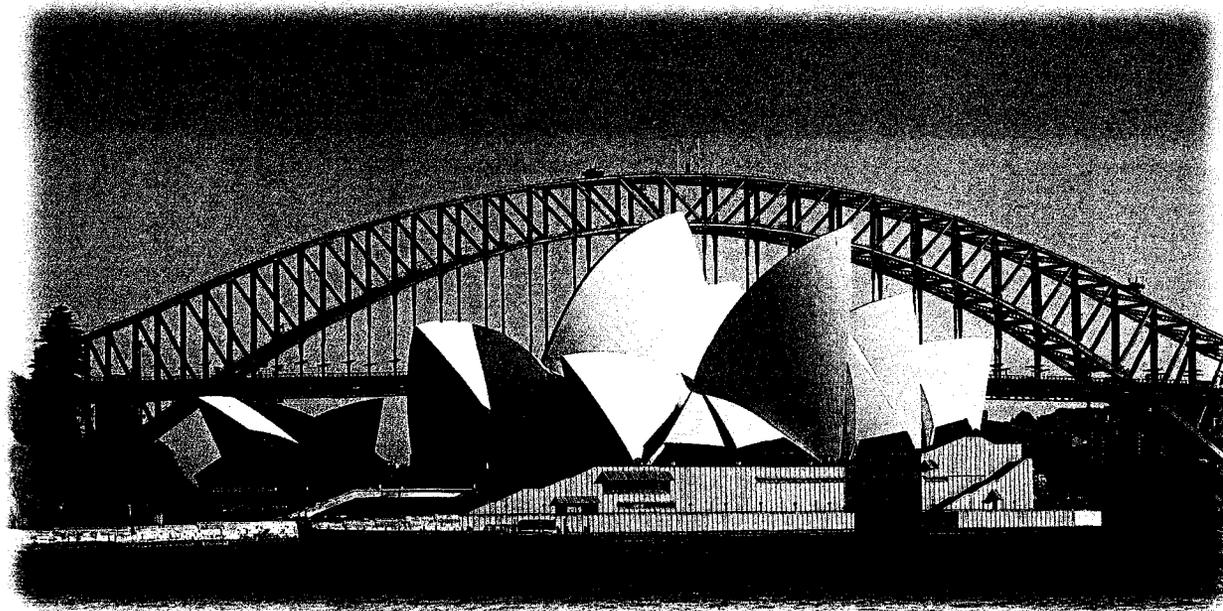
CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Rome, Italy (Civitavecchia)		EMBARK PM
2	Naples/Capri, Italy	7 AM	7 PM
3-4	At Sea		
5	Istanbul, Turkey	7 AM	5 PM
6	Kusadasi, Turkey (for Ephesus)	1 PM	7 PM
7	Rhodes, Greece	8 AM	6 PM
8	At Sea		
9	Alexandria, Egypt (for Cairo/Giza)	7 AM	9 PM
10	Port Said, Egypt	9 AM	12 M
11	Transit Suez Canal		
12	Safaga, Egypt (overnight for Luxor/Karnak)	7 AM	
13	Safaga, Egypt		2 PM
14-16	At Sea		
17	Salalah, Oman	12 N	6 PM
18-19	At Sea		
20	Mumbai, India (formerly Bombay)	8 AM	11 PM
21	At Sea		
22	Cochin, India	7 AM	1 PM
23-25	At Sea		
26	Kuala Lumpur, Malaysia (Port Kelang)	9 AM	7 PM
27	Singapore	8 AM	6 PM
28	At Sea		
29	Ho Chi Minh City, Vietnam (Phu My)	7 AM	5 PM
30	At Sea		
31	Bangkok, Thailand (Laem Chabang)	DISEMBARK AM	



Aruba





Sydney Opera House, Australia

AUSTRALIA/NEW ZEALAND CRUISETOUR

21 SAPPHERE
DAYS PRINCESS

AUSTRALIAN
EXPLORER
plus
SYDNEY
to
AUCKLAND
CRUISE

2004 DEPARTURE DATE
Dec 17

CRUISETOUR 5P



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land	DAY	PORT
1	Sydney			14	Fiordland National Park Scenic Cruising
2	Sydney			15	Dunedin, New Zealand (Port Chalmers)
3	Sydney/Ayers Rock			16	Christchurch, New Zealand (Lyttelton)
4	Ayers Rock			17	Wellington, New Zealand
5	Ayers Rock/Port Douglas			18	At Sea
6	Port Douglas			19	Tauranga, New Zealand
7	Port Douglas/Sydney/Embark			20	Bay of Islands, New Zealand
8	At Sea			21	Auckland, New Zealand
9	Melbourne, Australia				
10	At Sea				
11	Tasmania, Australia (Hobart)				
12-13	At Sea				

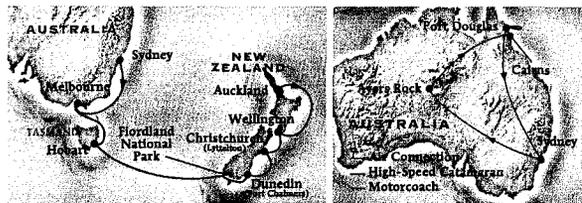
AUSTRALIA/NEW ZEALAND CRUISETOUR

19 SAPPHERE
DAYS PRINCESS

AUSTRALIAN
EXPLORER
plus
SYDNEY
to
AUCKLAND
CRUISE

2005 DEPARTURE DATES
Jan 12
Feb 5

CRUISETOUR 5



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land	DAY	PORT
1	Sydney			14	Fiordland National Park, Scenic Cruising
2	Sydney			15	Dunedin, New Zealand
3	Sydney/Ayers Rock			16	Christchurch, New Zealand
4	Ayers Rock			17	Wellington, New Zealand
5	Ayers Rock/Port Douglas			18	At Sea
6	Port Douglas			19	Auckland, New Zealand
7	Port Douglas/Sydney/Embark				
8	At Sea				
9	Melbourne, Australia				
10	At Sea				
11	Tasmania, Australia (Hobart)				
12-13	At Sea				

SOUTHEAST ASIA/CHINA CRUISETOUR

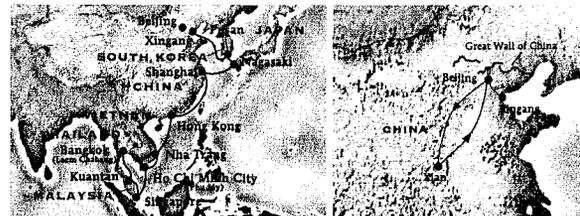
17 PACIFIC
or
21 ROYAL PRINCESS
DAYS ROYAL PRINCESS

BEIJING & TERRA COTTA
WARRIORS
plus
BEIJING
to
BANGKOK
CRUISE

2004 DEPARTURE DATES

Jul 9th Pacific
Oct 28 Royal
† Cruisetour 3 only combinable
with 12-day Beijing to Osaka
cruise shown on page 15. Actual
order sightseeing/overnights of
land tour may vary.

CRUISETOUR 3¹/3P



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land	DAY	PORT
1	Beijing			11-12	At Sea
2	Beijing/Xian			13	Hong Kong
3	Xian/Beijing			14	At Sea
4	Beijing			15	Nha Trang, Vietnam
5	Beijing/Xingang/Embark			16	Phu My, Vietnam
6	At Sea			17	At Sea
7	Pusan, South Korea			18	Singapore
8	Nagasaki, Japan			19	Kuantan, Malaysia
9	At Sea			20	At Sea
10	Shanghai, China			21	Bangkok, Thailand

Note: Cruise route shown for Royal Princess, Oct. 28 only.

CAPE HORN/STRAIT OF MAGELLAN CRUISETOUR

19 ROYAL
DAYS PRINCESS

RIO & IGUAZU FALLS
plus
BUENOS AIRES
to
SANTIAGO
CRUISE

Post-Cruisetour 1
2005 DEPARTURE DATES
Jul 10th
Feb 7th

Pre-Cruisetour 2
2005 DEPARTURE DATES
Jan 20
Feb 17

† Post-cruise option: cruise Santiago to Buenos Aires, followed
by land tour: Buenos Aires/Iguazu Falls/Rio de Janeiro

CRUISETOUR 1/2



CRUISETOUR ITINERARY

DAY	PORT	By Sea	By Land	DAY	PORT
1	Rio de Janeiro			11	Cape Horn Scenic Cruising
2	Rio de Janeiro			12	Ushuaia, Argentina
3	Rio/Iguazu Falls			13	Beagle Channel Scenic Cruising
4	Iguazu Falls/Buenos Aires			14	Punta Arenas, Chile
5	Buenos Aires/Embark			15	Seno Eyre Fjord Scenic Cruising
6	Montevideo, Uruguay			16	At Sea
7	At Sea			17	Puerto Montt, Chile
8	Puerto Madryn, Argentina			18	At Sea
9	At Sea			19	Santiago, Chile
10	Falkland Islands (Stanley)				

* Times for all scenic cruising are subject to change.

GRAND PANAMA CANAL CRUISES

ROUNDRIP PANAMA CANAL

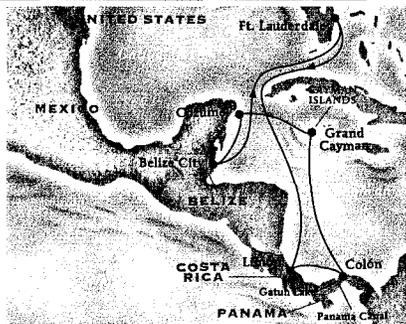
10
DAYS

CORAL PRINCESS

ROUNDRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATES
Oct 11*, 21, 31
Nov 10, 20, 30*
Dec 10, 28*

2005 DEPARTURE DATES
Jan 7, 17, 27
Feb 6, 16, 26
Mar 8*, 18, 28
Apr 7, 17



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2-3	At Sea		
4	Limón, Costa Rica	7 AM	7 PM
5	Panama Canal (to Gatun Lake)	7 AM	4:30 PM
5	Colón, Panama ¹	5 PM	8 PM
6	At Sea		
7	Grand Cayman, Cayman Islands	7 AM	4 PM
8	Cozumel, Mexico	8 AM	6 PM
9	Belize City, Belize	7 AM	4 PM
10	At Sea		
11	Ft. Lauderdale, Florida		DISEMBARK AM

* Port order and times may vary.

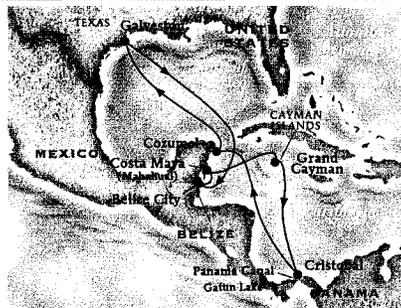
ROUNDRIP PANAMA CANAL

10
DAYS

GRAND PRINCESS

ROUNDRIP
from
GALVESTON

2004 DEPARTURE DATE
Dec 18*



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Galveston, Texas		EMBARK PM
2	At Sea		
3	Belize City, Belize	1 PM	7 PM
4	Costa Maya, Mexico (Mahahual)	8 AM	4 PM
5	Grand Cayman, Cayman Islands	12 PM	7 PM
6	At Sea		
7	Cristobal, Panama (for Panama Canal)	7 AM	4 PM
8	At Sea		
9	Cozumel, Mexico	10 AM	6 PM
10	At Sea		
11	Galveston, Texas		DISEMBARK AM

* Port order and times may vary.

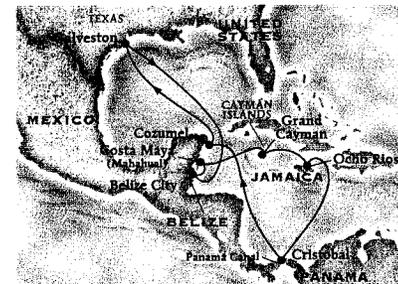
ROUNDRIP PANAMA CANAL

11
DAYS

GRAND PRINCESS

ROUNDRIP
from
GALVESTON

2004 DEPARTURE DATE
Dec 28*



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Galveston, Texas		EMBARK PM
2	At Sea		
3	Belize City, Belize	1 PM	7 PM
4	Costa Maya, Mexico (Mahahual)	8 AM	4 PM
5	Grand Cayman, Cayman Islands	12 PM	7 PM
6	Ocho Rios, Jamaica	8 AM	5 PM
7	At Sea		
8	Cristobal, Panama (for Panama Canal)	7 AM	4 PM
9	At Sea		
10	Cozumel, Mexico	10 AM	6 PM
11	At Sea		
12	Galveston, Texas		DISEMBARK AM

* Port order and times may vary.

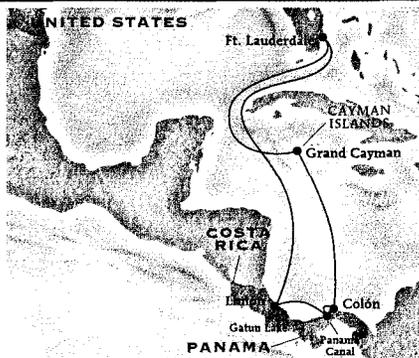
ROUNDRIP PANAMA CANAL

8
DAYS

CORAL PRINCESS

ROUNDRIP
from
FT. LAUDERDALE

2004 DEPARTURE DATE
Dec 20



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2-3	At Sea		
4	Limón, Costa Rica	7 AM	7 PM
5	Panama Canal (to Gatun Lake)	7 AM	4:30 PM
5	Colón, Panama ¹	5 PM	8 PM
6	At Sea		
7	Grand Cayman, Cayman Islands	8 AM	5 PM
8	At Sea		
9	Ft. Lauderdale, Florida		DISEMBARK AM

¹ Optional tours, including the Atlantic to Pacific Railway journey, will disembark the ship by tender at Gatun Lake. After four passengers disembark, the ship will proceed back through the Gatun Locks and finally dock in Colon. Here all passengers may disembark the ship to browse the shops, and passengers on tours from Gatun Lake will rejoin the ship.



Bridge of the Americas, Panama



GRAND PANAMA CANAL CRUISES

GRAND PANAMA CANAL

15 or 18
DAYS

REGAL PRINCESS
SUN PRINCESS
DAWN PRINCESS

sail between
FT. LAUDERDALE
and
LOS ANGELES

2004 DEPARTURE DATES
DAWN PRINCESS
Sep 19[†]

REGAL PRINCESS
Dec 24

2005 DEPARTURE DATES

REGAL PRINCESS
Jan 8^{***}

Jan 23^{***}

Feb 7[†]

Feb 22

Mar 9^{***}

SUN PRINCESS
Apr 18^{*}

[†] Itinerary operates from Los Angeles in reverse order. Port times may vary.
^{*} This sailing can be combined with a 2-day Coastal Cruise to Vancouver, B.C. Days 16 through 19 can be booked as a separate Coastal Cruise.
^{**} This sailing calls at Montego Bay instead of Ocho Rios. Port times may vary.



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2	At Sea		
3	Ocho Rios, Jamaica	10 AM	6 PM
4	At Sea		
5	Aruba, Netherlands Antilles	7 AM	1 PM
6	Cartagena, Colombia	9 AM	3 PM
7	Transit Panama Canal	7 AM	4:30 PM
8	At Sea		
9	Puntarenas, Costa Rica	7 AM	7 PM
10-11	At Sea		
12	Acapulco, Mexico	8 AM	5 PM
13	At Sea		
14	Cabo San Lucas, Mexico	7 AM	1 PM
15	At Sea		
16	Los Angeles, California	6 AM	5 PM
17-18	At Sea		
19	Vancouver, B.C.		DISEMBARK AM

GRAND PANAMA CANAL

15
DAYS

REGAL PRINCESS

sail between
FT. LAUDERDALE
and
SAN DIEGO

2004 DEPARTURE DATES
Nov 24^{**}
Dec 9[†]

2005 DEPARTURE DATES

Mar 24

Apr 8[†]



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2	At Sea		
3	Ocho Rios, Jamaica	10 AM	6 PM
4	At Sea		
5	Aruba, Netherlands Antilles	7 AM	1 PM
6	Cartagena, Colombia	9 AM	3 PM
7	Transit Panama Canal	7 AM	4:30 PM
8	At Sea		
9	Puntarenas, Costa Rica	7 AM	7 PM
10-11	At Sea		
12	Acapulco, Mexico	8 AM	5 PM
13	At Sea		
14	Cabo San Lucas, Mexico	8 AM	5 PM
15	At Sea		
16	San Diego, California		DISEMBARK AM

[†] Itinerary operates in reverse order. Port times may vary.
^{**} This sailing calls at Montego Bay instead of Ocho Rios. Port times may vary.

GRAND PANAMA CANAL

15 or 17
DAYS

CORAL PRINCESS
SUN PRINCESS
REGAL PRINCESS
DAWN PRINCESS

sail between
FT. LAUDERDALE
and
SAN FRANCISCO

2004 DEPARTURE DATES
CORAL PRINCESS
Sep 26[†]

SUN PRINCESS
Sep 28[†]

2005 DEPARTURE DATES

REGAL PRINCESS
Apr 23

CORAL PRINCESS
Apr 27^{*}

DAWN PRINCESS
Apr 29^{*}

[†] Itinerary operates from San Francisco in reverse order. Port times may vary.
^{*} This sailing can be combined with a 2-day Coastal Cruise to Vancouver, B.C. Days 16 through 18 can be booked as a separate Coastal Cruise.



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	Ft. Lauderdale, Florida		EMBARK PM
2-3	At Sea		
4	Aruba, Netherlands Antilles	7 AM	1 PM
5	Cartagena, Colombia	9 AM	3 PM
6	Transit Panama Canal	7 AM	4:30 PM
7	At Sea		
8	Puntarenas, Costa Rica	7 AM	7 PM
9-10	At Sea		
11	Acapulco, Mexico	8 AM	5 PM
12	At Sea		
13	Cabo San Lucas, Mexico	8 AM	5 PM
14-15	At Sea		
16	San Francisco, California	7 AM	4 PM
17	At Sea		
18	Vancouver, B.C.		DISEMBARK AM

GRAND PANAMA CANAL

18
DAYS

REGAL PRINCESS

SAN FRANCISCO
to
NEW YORK

2004 DEPARTURE DATE
Aug 24



CRUISE ITINERARY

DAY	PORT	ARRIVE	DEPART
1	San Francisco, California		EMBARK PM
2-3	At Sea		
4	Cabo San Lucas, Mexico	8 AM	5 PM
5	At Sea		
6	Acapulco, Mexico	8 AM	5 PM
7	Huatulco, Mexico	8 AM	5 PM
8-9	At Sea		
10	Transit Panama Canal	7 AM	4:30 PM
11	Cartagena, Colombia	8:30 AM	2 PM
12	Aruba, Netherlands Antilles	12 N	7 PM
13	At Sea		
14	St. Kitts, St. Kitts & Nevis	8 AM	6 PM
15	St. Thomas, U.S. Virgin Islands	7 AM	6 PM
16-18	At Sea		
19	New York City, New York		DISEMBARK AM

COASTAL CRUISING

2-4
DAYS

CORAL PRINCESS, ISLAND PRINCESS, SUN PRINCESS
DAWN PRINCESS, DIAMOND PRINCESS, STAR PRINCESS

COASTAL CRUISE SCHEDULE

SHIP	DAYS	FROM	TO	DEPARTURE DATE
DIAMOND PRINCESS	3	Los Angeles	Vancouver	5/1/04
DIAMOND PRINCESS	4	Vancouver	Seattle	5/4/04
CORAL PRINCESS	2	San Francisco	Vancouver	5/6/04
DAWN PRINCESS	3	Los Angeles	Vancouver	5/7/04
ISLAND PRINCESS	3	Los Angeles	Vancouver	5/12/04
SUN PRINCESS	3	San Francisco	Vancouver	5/14/04
ISLAND PRINCESS	3	Vancouver	Los Angeles	9/18/04
DIAMOND PRINCESS	1	Seattle	Vancouver	9/18/04
DIAMOND PRINCESS	6	Vancouver	Los Angeles	9/19/04
SAPPHIRE PRINCESS	1	Seattle	Vancouver	9/19/04
SAPPHIRE PRINCESS	2	Vancouver	San Francisco	9/20/04
DIAMOND PRINCESS	3	Los Angeles	Vancouver	4/30/05
DIAMOND PRINCESS	4	Vancouver	Seattle	5/3/05
SUN PRINCESS	3	Los Angeles	Vancouver	5/3/05
ISLAND PRINCESS	3	Los Angeles	Vancouver	5/4/05
CORAL PRINCESS	2	San Francisco	Vancouver	5/12/05



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Analysis by the Hawai'i Department of Business, Economic Development, and Tourism, Comparing the Economic Impact of Foreign Flag Ships with U.S. Flag Cruise Ships Sailing in Hawai'i

This is a summary of an analysis prepared by the Hawai'i Department of Business, Economic Development, and Tourism ("DBEDT") of the economic impact of the foreign flag cruise ship fleet sailing in Hawai'i, as compared to each of the U.S. flag ships operating in Honolulu.

The comparison is set out below:

	Foreign <u>Fleet</u>	<i>Pride</i> <u>Of Hawai'i</u>	<i>Pride</i> <u>Of Aloha</u>	<i>Pride</i> <u>Of America</u>
Total economic output impact (spending/sales) (\$mil.)	155	542	422.5	495.8
Total earnings impact (labor earnings) (\$mil.)	44	155	120.7	141.1
Total employment impact (jobs)	1,447	5,059	3,943	4,627

This analysis demonstrates that, a single, U.S.-flagged ship, the *Pride of America*, home ported in Honolulu is **3.2 times more economically impactful and creates 3.2 times as many jobs** as the entire foreign flag fleet that sails into and out of Hawai'i ports of call.

Economic Impact of Pride of America

Assumptions:

1. Annual impact though Pride of Aloha is leaving in May 2008
2. Visitors will not come to Hawaii
3. Package price of the existing Pride of America remains the same
4. Cruiseline purchases on supplies are passed on to visitors
5. All crew members will stay in Hawaii

Impact Calculations

Cruise ship visitors		Data source/formula
1 Cruise ship visitors	118,700	Actual 2007 figure
2 Average length of stay (days)	10.5	Actual 2007 figure
3 PPPD (\$)	270.6	Actual 2007 figure
4 Cruise visitor spending (\$mil.)	337.3	Line 1 x line 2 x line 3/1000000
5 Output multiplier (\$ of output/\$ of cruise-related spending)	1.47	Derived from DBEDT 2002 I-O model
6 Earnings multiplier (\$ of earning/\$ cruise-related spending)	0.42	Derived from DBEDT 2002 I-O model
7 Job multiplier (jobs/\$ cruise -related spending)	13.72	Derived from DBEDT 2002 I-O model
8 Total output impact (\$mil.)	495.8	Line 4 x line 5
9 Total earnings impact (\$mil.)	141.7	Line 4 x line 6
10 Total employment impact (jobs)	4,627	Line 4 x line 7

Economic Impact of Pride of Hawaii

Assumptions:

1. Annual impact though Pride of Hawaii is leaving in February 2008
2. Visitors will not come to Hawaii
3. Package price of the existing Pride of Aloha and Pride of America remains the same
4. Cruiseline purchases on supplies are passed on to visitors
5. All crew members will stay in Hawaii

Impact Calculations

Cruise ship visitors		Data source/formula
1 Cruise ship visitors	139,770	Actual 2007 figure
2 Average length of stay (days)	9.75	Actual 2007 figure
3 PPPD (\$)	270.6	Actual 2007 figure
4 Cruise visitor spending (\$mil.)	368.8	Line 1 x line 2 x line 3/1000000
5 Output multiplier (\$ of output/\$ of cruise-related spending)	1.47	Derived from DBEDT 2002 I-O model
6 Earnings multiplier (\$ of earning/\$ cruise-related spending)	0.42	Derived from DBEDT 2002 I-O model
7 Job multiplier (jobs/\$ cruise -related spending)	13.72	Derived from DBEDT 2002 I-O model
8 Total output impact (\$mil.)	542.1	Line 4 x line 5
9 Total earnings impact (\$mil.)	154.9	Line 4 x line 6
10 Total employment impact (jobs)	5,059	Line 4 x line 7

Economic Impact of Pride of Aloha

Assumptions:

1. Annual impact though Pride of Aloha is leaving in May 2008
2. Visitors will not come to Hawaii
3. Package price of the existing Pride of America remains the same
4. Cruiseline purchases on supplies are passed on to visitors
5. All crew members will stay in Hawaii

Impact Calculations

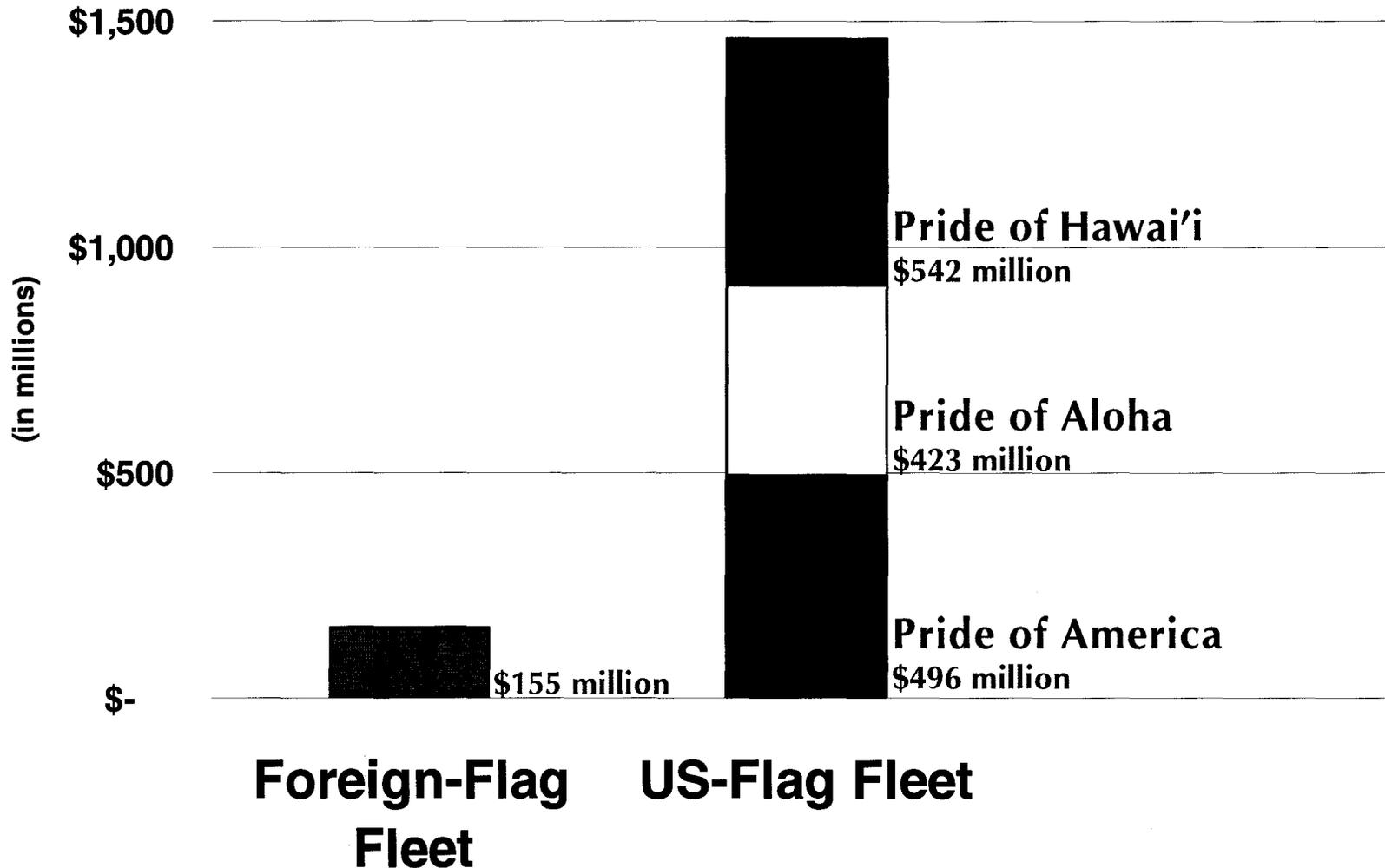
Cruise ship visitors		Data source/formula
1 Cruise ship visitors	95,680	Actual 2007 figure
2 Average length of stay (days)	11.1	Actual 2007 figure
3 PPPD (\$)	270.6	Actual 2007 figure
4 Cruise visitor spending (\$mil.)	287.4	Line 1 x line 2 x line 3/1000000
5 Output multiplier (\$ of output/\$ of cruise-related spending)	1.47	Derived from DBEDT 2002 I-O model
6 Earnings multiplier (\$ of earning/\$ cruise-related spending)	0.42	Derived from DBEDT 2002 I-O model
7 Job multiplier (jobs/\$ cruise -related spending)	13.72	Derived from DBEDT 2002 I-O model
8 Total output impact (\$mil.)	422.5	Line 4 x line 5
9 Total earnings impact (\$mil.)	120.7	Line 4 x line 6
10 Total employment impact (jobs)	3,943	Line 4 x line 7

Methodology Used in Calculating Impact of International Cruise Ships

Cruise ship visitors		Data source/formula
1 Cruise ship visitors	106,641	Line 2 + line 3
2 Came with ships	98,307	DBEDT 2006 Annual Visitor Report
3 Flied in	8,334	DBEDT 2006 Annual Visitor Report
4 Average length of stay (days)	7.39	DBEDT 2006 Annual Visitor Report
5 PPPD (\$)	84.7	DBEDT 2006 Annual Visitor Report
6 Cruise visitor spending (\$mil))	66.8	Line 1 x line 4 x line 5
Cruise ship crews		
7 Ratio of crew spending to cruise visitor spending	0.2	DBEDT 2003 Cruise study
8 Cruise crew spending	13.4	Line 7 x line 6
Cruisline		
9 Ratio of crew spending to cruise visitor spending	0.38	DBEDT 2003 Cruise study
10 Cruiseline spending	25.4	Line 9 x line 6
11 Total cruise-related spending (\$mil.)	105.5	Line 6 + line 8 + line 10
12 Output multiplier (\$ of output/\$ of cruise-related spending)	1.47	Derived from DBEDT 2002 I-O model
13 Earnings multiplier (\$ of earning/\$ cruise-related spending)	0.42	Derived from DBEDT 2002 I-O model
14 Job multiplier (jobs/\$ cruise -related spending)	13.72	Derived from DBEDT 2002 I-O model
15 Total output impact (\$mil.)	155.1	Line 11 x line 12
16 Total earnings impact (\$mil.)	44.4	Line 11 x line 13
17 Total employment impact (jobs)	1,447	Line 11 x line 14

Economic Contributions

Foreign-Flag Fleet operating in Hawai'i vs. Three U.S.-Flag Ships

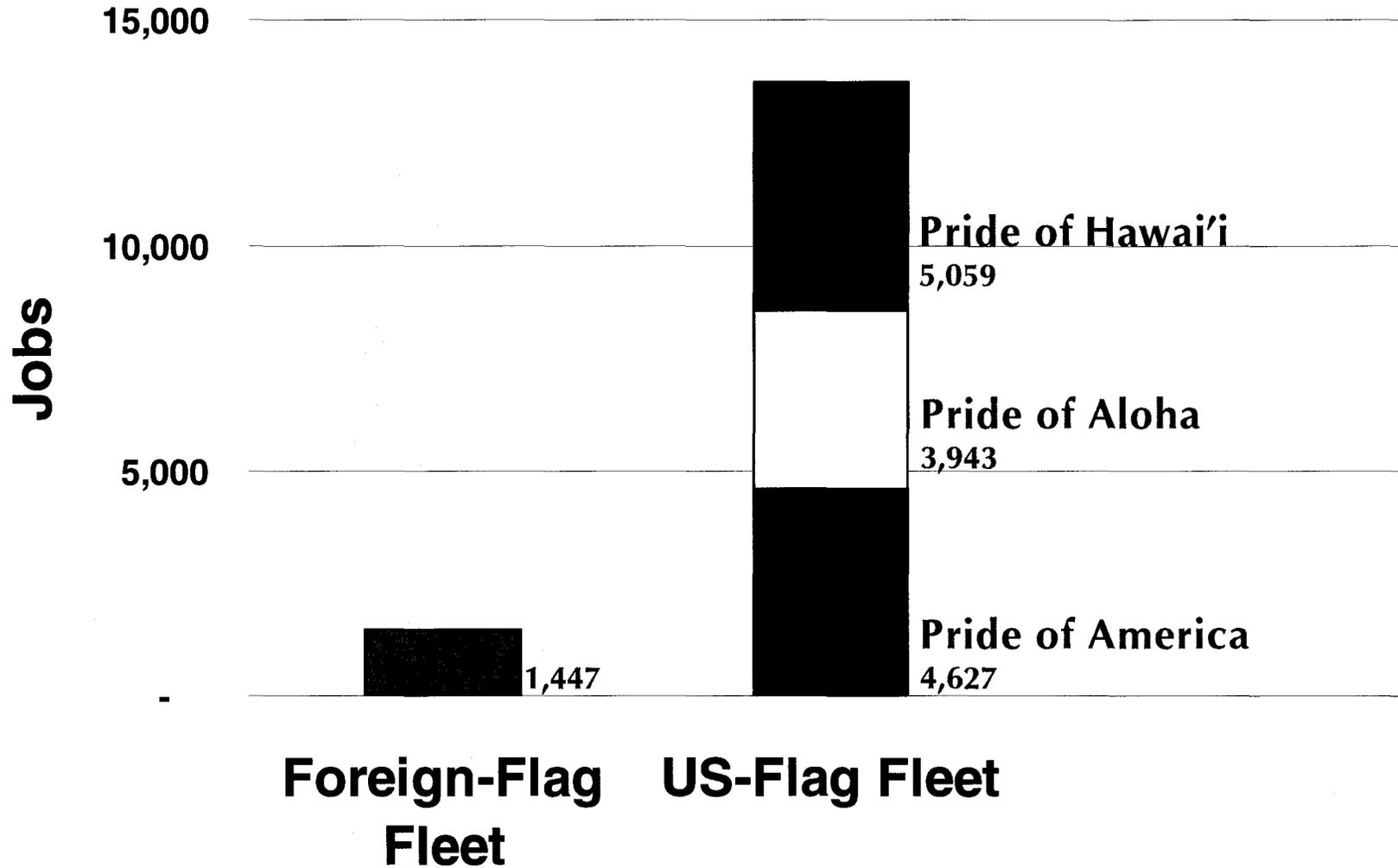


U.S.-Flag \$1.460 billion
Foreign-Flag \$ 155 million

Source: State of Hawaii, Department of Business, Economic Development and Tourism

Employment

Foreign-Flag Fleet operating in Hawai'i vs. Three U.S.-Flag Ships

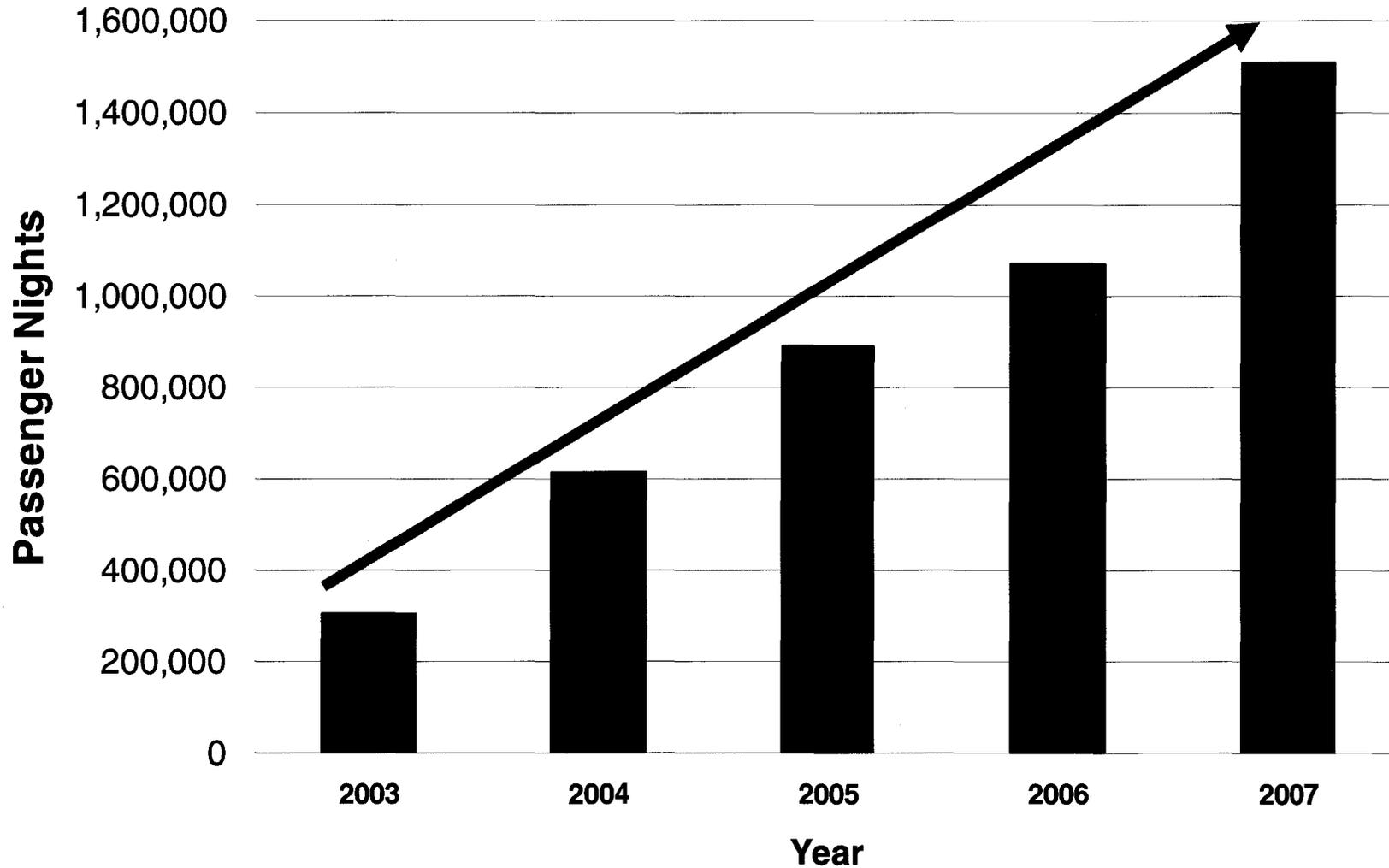


U.S.-Flag 13,629 jobs
Foreign-Flag 1,447 jobs

Source: State of Hawaii, Department of Business, Economic Development and Tourism

Foreign Flag Capacity Growth

Foreign flag passenger capacity has changed five-fold on roundtrip Hawai'i cruises from the West Coast since enactment of the Hawai'i Cruise Ship Initiative



Source: U.S. Maritime Administration (derived from the U.S. Customs and Border Patrol Vessel Entrance and Clearance documents – final 2007 data)

NCL America

Hawaii Economic Contributions

(2004-2008)

- (in Millions)
- **\$399** in wages, benefits, and overtime to US seafarers
- **\$35** in Federal and State payroll Taxes
- **\$64** in Government Fees and Taxes to Hawaii
- **\$28** in wages, benefits, and overtime to US other employees
- **\$52** in Port Charges to Hawaii Companies (Stevedores, tugs, pilots, etc.)
- **\$85** in Fuel to Tesoro, Hawaii
- **\$130** for shore excursions to Hawaii tour operators
- **\$39** for Hawaii hotel rooms and ground transport
- **\$75** for food grown in Hawaii
- **\$57** in union fees and levies (incl. \$3.2M paid directly by employees)
- **\$1** in MMD fees to the United States Coast Guard
- **\$51** for recruitment, screening, processing, and training crew
- **\$76** advertising and promoting Hawaii as a destination
- **\$1,092**

**COASTWISE CRUISES INTERPRETIVE RULE
RESOLUTION
Adopted at the
U.S. Conference of Mayors
76th Annual Meeting
June 20-24, 2008
Miami**

WHEREAS, the Department of Homeland Security's Customs and Border Protection (CBP) issued a proposed Interpretive Rule regulating Hawaiian Coastwise Cruises on foreign flagged vessels between U.S. ports of call under the Passenger Vessel Services Act at the request of the United States Maritime Administration; and

WHEREAS, the proposed Interpretive Rule would require that a foreign-flagged vessel on a coastwise cruise, to call at a foreign port for at least 48 hours, with that foreign stop constituting at least 50 percent of the cruise itinerary, and allowing passengers to disembark the cruise vessel at the foreign port before continuing the cruise to a U.S. port of call; and

WHEREAS, the proposed Interpretive Rule establishes burdensome criteria that are wholly inconsistent with industry practice, particularly the 48-hour call at foreign port – inasmuch as the standard port call is six to eight hours – as well as the requirement that 50 percent of a cruise be spent at the foreign port; and

WHEREAS, the intent of the proposed Interpretive Rule is to protect the single remaining U.S. flag vessel serving the Inter-Hawaiian Island cruise trade that according to the Hawaii Department of Business, Economic Development and Tourism generates more than 4,600 jobs and generates nearly \$500 million in economic benefits for the state annually; and

WHEREAS, thousands of members of the International Longshore Workers Union (ILWU) are employed at U.S. ports serving cruise ships and whose jobs would be at risk if the proposed Interpretive Rule were implemented; and

WHEREAS, the proposed Interpretive Rule is vague as to the breadth of its application, i.e., to coastwise cruises between all United States ports or applied solely to coastwise cruises from West Coast ports to Hawaii; and

WHEREAS, the Cruise Lines International Association estimates the proposed Interpretive Rule would upend the \$17 billion in national cruise industry spending and put at risk more than 300,000 jobs generated by the international cruise industry, including jobs held by ILWU at U.S. ports and the local allied industries supporting the cruise industry; and



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Office of Information and Regulatory Affairs (OIRA)
Executive Order Submissions Under Review
July 25, 2008

Department of Homeland Security

AGENCY: DHS-TSA RIN: 1652-AA53
TITLE: Large Aircraft Security Program, Other Aircraft Operator Security Programs, and Airport Operator Security Program
STAGE: Proposed Rule ECONOMICALLY SIGNIFICANT: Yes
RECEIVED DATE: 06/30/2008 LEGAL DEADLINE: None

AGENCY: DHS-USCIS RIN: 1615-AB67
TITLE: Changes to Requirements Affecting H-2B Nonimmigrants and Their Employers
STAGE: Proposed Rule ECONOMICALLY SIGNIFICANT: No
RECEIVED DATE: 06/09/2008 LEGAL DEADLINE: None

AGENCY: DHS-USCBP RIN: 1651-AA71
TITLE: Issuance of a Visa and Authorization for Temporary Admission Into the United States for Certain Nonimmigrant Aliens Afflicted W HIV Infection
STAGE: Final Rule ECONOMICALLY SIGNIFICANT: No
RECEIVED DATE: 03/04/2008 LEGAL DEADLINE: None
REVIEW EXTENDED

AGENCY: DHS-USCBP RIN: 1651-AA76
TITLE: Coastwise Transportation of Passengers
STAGE: Proposed Rule ECONOMICALLY SIGNIFICANT: Yes
RECEIVED DATE: 07/14/2008 LEGAL DEADLINE: None

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View Rule

DHS/USCBP

RIN: 1651-AA76

Publication ID: Spring 2008

Title: Coastwise Transportation of Passengers

Abstract: This interim rule amends the Department of Homeland Security's (DHS') current regulations relating to the transportation of passengers by non-coastwise-qualified vessels on voyages that begin and end at a U.S. port and stop at intervening U.S. and foreign port(s). Under this interim final rule, voyages that begin and end at a U.S. port and stop at a foreign port(s) and at intervening U.S. port(s) where a large U.S.-flag coastwise-qualified passenger vessel engages in regular service are in violation of the Passenger Vessel Services Act (PVSA) unless the cumulative length of stay(s) at intervening foreign port(s) is more than 50 percent of the total amount of time spent at the intervening U.S. port(s) and passengers are permitted to go ashore at the foreign port(s). The purpose of this amendment is to ensure that the Congressional purpose in enacting the PVSA, which is to preserve the economic benefits of U.S. coastwise trade to U.S.-flag coastwise-qualified vessels, is properly implemented.

Agency: Department of Homeland Security(DHS)**Priority:** Substantive, Nonsignificant**RIN Status:** First time published in the Unified Agenda**Agenda Stage of Rulemaking:** Final Rule Stage**Major:** No**Unfunded Mandates:** No**CFR Citation:** 19 CFR 4.80a(b)(4)**Legal Authority:** 5 USC 301; 19 USC 66; 19 USC 1431; 19 USC 1433; 19 USC 1434; 19 USC 1624; 19 USC 2071 note; 46 USC 501; 46 USC 60105**Legal Deadline:** None**Timetable:**

Action	Date	FR Cite
Interim Final Action	05/00/2008	

Regulatory Flexibility Analysis Required: No**Government Levels Affected:** None**Federalism:** No**Included in the Regulatory Plan:** No**RIN Data Printed in the FR:** No**Agency Contact:**

Glen E. Vereb

Chief, Entry Procedures and Carriers Branch

Department of Homeland Security

U.S. Customs and Border Protection

Office of Regulations and Rulings, 1300 Pennsylvania Avenue NW.,

Washington, DC 20229

Phone:202 572-8730

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SPECULATIVE POSITION LIMITS ¹—Continued
[In contract units]

Contract	Spot month	Single month	All months
Soybeans and Mini-Soybeans ²	600	8,600	13,300
Wheat and Mini-Wheat ²	600	11,100	14,500
Soybean Oil	540	6,600	8,600
Soybean Meal	720	5,500	7,100
Minneapolis Grain Exchange			
Hard Red Spring Wheat	600	11,100	14,500
New York Board of Trade			
Cotton No. 2	300	5,300	7,300
Kansas City Board of Trade			
Hard Winter Wheat	600	11,100	14,500

¹ For purposes of compliance with these limits, positions in a futures contract that shares substantially identical terms with a contract market enumerated herein, including a futures contract that is cash-settled based on the settlement price of an enumerated contract market, shall be aggregated with positions in the enumerated contract market.

² For purposes of compliance with these limits, positions in the regular-sized and mini-sized contracts shall be aggregated.

Issued by the Commission this November 15, 2007, in Washington, DC.

David Stawick,

Secretary of the Commission.

[FR Doc. E7-22681 Filed 11-20-07; 8:45 am]

BILLING CODE 8351-01-P

DEPARTMENT OF HOMELAND SECURITY

Bureau of Customs and Border Protection

19 CFR Part 4

[USCBP-2007-0098]

Hawaiian Coastwise Cruises

AGENCY: Customs and Border Protection; Department of Homeland Security.

ACTION: Proposed interpretation; solicitation of comments.

SUMMARY: This document proposes new criteria to be used by Customs and Border Protection ("CBP") to determine whether non-coastwise-qualified vessels are in violation of the Passenger Vessel Services Act (PVSA) when engaging in cruise itineraries in which passengers board at a U.S. port, the vessel calls at several Hawaiian ports, and then the vessel proceeds to a foreign port or ports for a brief period, before ultimately returning to the original U.S. port of embarkation where the passengers disembark to complete their cruise. CBP believes these itineraries are contrary to the PVSA because it appears that the primary objective of the foreign stop is evasion of the PVSA.

DATES: Comments must be received on or before December 21, 2007.

FOR FURTHER INFORMATION CONTACT: Glen E. Vereb, Cargo Security, Carriers & Immigration Branch, Office of International Trade, (202) 572-8730.

ADDRESSES: You may submit comments, identified by docket number, by one of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Mail:* Border Security Regulations Branch, Office of International Trade, Customs and Border Protection, 1300 Pennsylvania Avenue, NW., (Mint Annex), Washington, DC 20229

SUPPLEMENTARY INFORMATION:

I. Public Participation

Interested persons are invited to participate in this proposed interpretation by submitting written data, views, or arguments on all aspects of the proposed interpretation. Customs and Border Protection (CBP) also invites comments that relate to the economic, environmental, or federalism effects that might result from this proposed interpretation. Comments that will provide the most assistance to CBP in developing these procedures will reference a specific portion of the proposed interpretation, explain the reason for any recommended change, and include data, information, or authority that support such recommended change.

Instructions: All submissions received must include the agency name and docket number for this proposed

interpretation. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>. Submitted comments may also be inspected on regular business days between the hours of 9 a.m. and 4:30 p.m. at the Office of International Trade, Customs and Border Protection, 799 9th Street, NW., 5th Floor, Washington, DC. Arrangements to inspect submitted documents should be made in advance by calling Mr. Joseph Clark at (202) 572-8768.

II. Background

The maritime cabotage law governing the transportation of passengers was first established by section 8 of the Passenger Vessel Services Act of June 19, 1886 (the "PVSA"), 24 Stat. 81; as amended by section 2 of the Act of February 17, 1898, 30 Stat. 248, formerly codified at 46 U.S.C. App. 289 (now codified at 46 U.S.C. 55103). That statute provided that no foreign vessel shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$200 (now \$300, as promulgated in T.D. 03-11 pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990, 28 U.S.C. 2461 note) for each passenger so transported and landed.

The intent of the maritime cabotage laws, including the PVSA, was to provide a "legal structure that guarantees a coastwise monopoly to

American shipping and thereby promotes development of the American merchant marine." *Autolog Corp. v. Regan*, 731 F.2d 25, 28 (DC Cir. 1984); see also *The Granada*, 35 F.Supp. 892, 893, 1940 AMC 1601 (DC Pa 1940) (stating that the legislative aim of section 289 [now 55102] was the creation of a practical monopoly of coastwise and domestic shipping business for United States ships). In other words, the PVSA was enacted to advance the United States merchant marine and fleet by restricting the use of foreign-owned/flagged passenger vessels in United States territorial waters.

Passenger vessel transportation between United States ports has historically been viewed to be part of the coastwise trade after the enactment of the PVSA. This view is premised on the concepts of continuity of the voyage and whether its *intended purpose or objective* was coastwise transportation. In other words, the PVSA was held to be violated if the coastwise movement was continuous or if the purpose of the trip was a coastwise voyage. (See 18 O.A.G. 445, September 4, 1886; 28 O.A.G. 204, February 16, 1910; 29 O.A.G. 318, February 12, 1912; 30 O.A.G. 44, February 1, 1913; 34 O.A.G. 340, December 24, 1924; and 36 O.A.G. 352, August 13, 1930.)

The CBP regulations promulgated pursuant to the PVSA are found at section 4.80a of title 19 of the Code of Federal Regulations (19 CFR 4.80a) and are reflective of the above cited Office of the Attorney General decisions. These regulations provide, among other things, that a non-coastwise-qualified vessel which "embarks" a passenger at a port in the United States embraced within the coastwise laws (a "coastwise port") will be deemed to have landed that passenger in violation of the PVSA if the passenger "disembarks" at a different coastwise port on a voyage to one or more coastwise ports and a "nearby foreign port or ports" (as defined in 19 CFR 4.80a(a)(2); see also 19 CFR 4.80a(b)(2)). The terms "embark" and "disembark" are words of art which are defined as going on board a vessel for the duration of a specific voyage, and leaving a vessel at the conclusion of a specific voyage, respectively. (See 19 CFR 4.80a(a)(4).)

The references in section 4.80a to "nearby foreign ports" (defined in 19 CFR 4.80a(a)(2)) are the results of attempts by CBP to apply an Office of the Attorney General's opinion dated February 26, 1910 (28 O.A.G. 204). In that case, a foreign-flag vessel transported 615 passengers on a voyage around the world, beginning in New

York and concluding in San Francisco. The Attorney General opined that since the primary object of the voyage was to visit various parts of the world on a pleasure tour returning home via California, and not to be transported in domestic commerce, the transportation was not in violation of the PVSA.

The 1910 Attorney General's opinion was extended to voyages that included foreign ports other than nearby foreign ports. (See Treasury Decision (T.D.) 68-285 (33 FR 16558), November 14, 1968.) However, voyages solely to one or more coastwise ports have always been considered predominantly coastwise. Therefore non-coastwise-qualified vessels engaging in such a voyage where passengers temporarily go ashore at a coastwise port have been deemed to have violated the PVSA.

III. Current Law and Policy

Pursuant to Public Law 109-304, 120 Stat. 1632, enacted on October 6, 2006, Title 46, United States Code, was substantially reorganized and recodified. Consequently, the PVSA is now codified at 46 U.S.C. 55103 and provides that no vessel shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$300 for each person so transported and landed, except one that: (1) Is wholly owned by citizens of the United States for purposes of engaging in the coastwise trade; and (2) has been issued a certificate of documentation with a coastwise endorsement or is exempt from documentation but would otherwise be eligible for such a certificate and endorsement.

In 2003, Congress enacted Public Law 108-7, Division B, Title II, Section 211, for the purpose of revitalizing the oceangoing U.S.-flag cruise industry in Hawaii (the "2003 Act"). Three oceangoing U.S.-flag cruise ships, PRIDE OF ALOHA, PRIDE OF AMERICA and PRIDE OF HAWAII, were documented with coastwise privileges pursuant to the 2003 Act. These vessels entered regular service in Hawaii in 2004, 2005 and 2006, respectively, and pursuant to the express language of the 2003 Act, are limited in their operation to providing " * * * regular service transporting passengers between or among the islands of Hawaii * * * "

The CBP regulations promulgated pursuant to the PVSA are set forth in 19 CFR 4.80a and have remained unchanged throughout both the recodification of Title 46 of the United States Code and the enactment of the 2003 Act. They provide that a violation of the PVSA occurs when passengers "embark" (board a vessel for the

duration of a voyage) a non-coastwise-qualified vessel at one U.S. port, and "disembark" (leave the vessel at the conclusion of a voyage) at a different U.S. port, unless they proceed with the vessel to a "distant foreign port" (i.e., any port not considered a "nearby foreign port" which is defined as any port located in North America, Central America, Bermuda, or the West Indies including the Bahamas). Currently, these regulations do not contain specific criteria for non-coastwise-qualified vessels on itineraries including U.S. ports and either "nearby" or "distant" foreign ports in order for such foreign port calls to be compliant with the PVSA.

To reiterate, the applicable CBP regulations provide that the PVSA is violated when a non-coastwise-qualified vessel transports a passenger on a voyage solely to one or more coastwise ports and the passenger disembarks or goes ashore temporarily at a coastwise port. (19 CFR 4.80a(b)(1).) Furthermore, a violation of the PVSA also occurs when a non-coastwise-qualified vessel transports a passenger on a voyage to one or more coastwise ports and a nearby foreign port or ports (but no other foreign port) and the passenger disembarks at a coastwise port other than the port of embarkation. (19 CFR 4.80a(b)(2).) However, there is no violation of the PVSA when a passenger is on a voyage to one or more coastwise ports and a distant foreign port or ports (whether or not the voyage includes a nearby foreign port or ports) and the passenger disembarks at a coastwise port, provided the passenger has proceeded with the vessel to a distant foreign port. (19 CFR 4.80a(b)(3).)

IV. Request From MARAD To Provide Guidance

The U.S. Department of Transportation Maritime Administration (MARAD) has requested that CBP take action to ensure enforcement of the PVSA. MARAD has asked CBP to address the recent activities of foreign-flag passenger vessels in the Hawaiian Islands that are imposing economic hardship on the operations of coastwise-qualified cruise ship operators.

In April of 2007, the operator of the three U.S.-flag cruise vessels operating solely in Hawaii pursuant to the 2003 Act announced their intent to withdraw the PRIDE OF HAWAII from the Hawaii market and redeploy her to Europe. The operator intends to re-flag the vessel to foreign registry, directly resulting in the loss of over 1,100 crewmember jobs. The primary reason cited for this decision is the rapid increase in foreign-flag competition entering the Hawaii market

from the West Coast. This competition is evidenced in published cruise itineraries of foreign-flag carriers offering a variety of round trip cruises that depart from a U.S. port, call at several Hawaiian ports, then proceed to Ensenada, Mexico for a brief period, usually in the early morning, and ultimately return to the original U.S. port of embarkation where the passengers disembark to complete their cruise. These cruises are often marketed as "Hawaii cruises" and except for the brief stop in the nearby foreign port of Ensenada, are purely coastwise in nature. It is these cruise itineraries that pose an imminent threat to the two remaining U.S.-flagged, coastwise endorsed passenger vessels that, pursuant to the 2003 Act, are currently engaging in cruise itineraries that include only ports of call within the Hawaiian Islands.

V. Preliminary Notice

In response to MARAD's concerns, CBP sent letters to two carriers known to operate the itineraries in question, as well as to the Cruise Lines International Association, Inc., stating that CBP believes that these itineraries are contrary to the PVSA because it appears that the primary objective of the Ensenada stop is evasion of the PVSA. The letters further indicated that CBP is taking steps to publish this position.

VI. CBP's Proposed Interpretive Rule

Accordingly, in this document, CBP is proposing to provide that cruise itineraries for non-qualified coastwise vessels which allow passengers to board at a U.S. port, call at several Hawaiian ports, proceed to a foreign port or ports for a brief period, and then ultimately return to the original U.S. port of embarkation for disembarkation are not consistent with the PVSA and the regulations promulgated pursuant thereto. Specifically, CBP interprets a voyage to be "solely to one or more coastwise ports" even where it stops at a foreign port, unless the stop at the foreign port is a legitimate object of the cruise. CBP will presume that a stop at a foreign port is not a legitimate object of the cruise unless:

- (1) The stop lasts at least 48 hours at the foreign port;
 - (2) The amount of time at the foreign port is more than 50 percent of the total amount of time at the U.S. ports of call; and
 - (3) The passengers are permitted to go ashore temporarily at the foreign port.
- Accordingly, CBP proposes to adopt an interpretive rule under which it will presume that any cruise itinerary that does not include a foreign port call that

satisfies each of these three criteria constitutes coastwise transportation of passengers in violation of 19 CFR 4.80a(b)(1).

Dated: November 16, 2007.

W. Ralph Basham,

Commissioner, Customs and Border Protection.

[FR Doc. E7-22788 Filed 11-20-07; 8:45 am]

BILLING CODE 9111-14-P

DEPARTMENT OF THE TREASURY

Alcohol and Tobacco Tax and Trade Bureau

27 CFR Part 9

[Notice No. 76]

RIN 1513-AB49

Proposed Establishment of the Leona Valley Viticultural Area (2007R-281P)

AGENCY: Alcohol and Tobacco Tax and Trade Bureau, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Alcohol and Tobacco Tax and Trade Bureau proposes to establish the 13.4 square mile "Leona Valley" viticultural area in the northeast part of Los Angeles County, California. We designate viticultural areas to allow vintners to better describe the origin of their wines and to allow consumers to better identify wines they may purchase. We invite comments on this proposed addition to our regulations.

DATES: We must receive written comments on or before January 22, 2008.

ADDRESSES: You may send comments on this notice to one of the following addresses:

- <http://www.regulations.gov> (Federal e-rulemaking portal; follow the instructions for submitting comments); or
- Director, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, P.O. Box 14412, Washington, DC 20044-4412.

See the Public Participation section of this notice for specific instructions and requirements for submitting comments, and for information on how to request a public hearing.

You may view copies of this notice, selected supporting materials, and any comments we receive about this proposal at <http://www.regulations.gov> under Docket No. 2007-0066. You also may view copies of this notice, all related petitions, maps, or other supporting materials, and any comments we receive about this

proposal by appointment at the TTB Information Resource Center, 1310 G Street, NW., Washington, DC 20220. To make an appointment, call 202-927-2400.

FOR FURTHER INFORMATION CONTACT: N.A. Sutton, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, 925 Lakeville St., No. 158, Petaluma, CA 94952; phone 415-271-1254.

SUPPLEMENTARY INFORMATION:

Background on Viticultural Areas

TTB Authority

Section 105(e) of the Federal Alcohol Administration Act (FAA Act), 27 U.S.C. 205(e), authorizes the Secretary of the Treasury to prescribe regulations for the labeling of wine, distilled spirits, and malt beverages. The FAA Act provides that these regulations should, among other things, prohibit consumer deception and the use of misleading statements on labels, and ensure that labels provide the consumer with adequate information as to the identity and quality of the product. The Alcohol and Tobacco Tax and Trade Bureau (TTB) administers the regulations promulgated under the FAA Act.

Part 4 of the TTB regulations (27 CFR part 4) allows the establishment of definitive viticultural areas and the use of their names as appellations of origin on wine labels and in wine advertisements. Part 9 of the TTB regulations (27 CFR part 9) contains the list of approved viticultural areas.

Definition

Section 4.25(e)(1)(i) of the TTB regulations (27 CFR 4.25(e)(1)(i)) defines a viticultural area for American wine as a delimited grape-growing region distinguishable by geographical features, the boundaries of which have been recognized and defined in part 9 of the regulations. These designations allow vintners and consumers to attribute a given quality, reputation, or other characteristic of a wine made from grapes grown in an area to its geographic origin. The establishment of viticultural areas allows vintners to describe more accurately the origin of their wines to consumers and helps consumers to identify wines they may purchase. Establishment of a viticultural area is neither an approval nor an endorsement by TTB of the wine produced in that area.

Requirements

Section 4.25(e)(2) of the TTB regulations outlines the procedure for proposing an American viticultural area and provides that any interested party



U.S. Customs and
Border Protection

AUG 15 2007

VES-3-02-OT:RR:BSTC:CCI
-H015502-GG-

Mr. Leon Sutcliffe
Director Port Operations
Carnival Cruise Lines
Carnival Place, 3655 NW 87 Avenue
Miami, Florida 33178

RE: Passenger Vessel Services Act; Coastwise Transportation; 46 U.S.C. §
55103; 19 CFR § 4.80a(b)

Dear Mr. Sutcliffe:

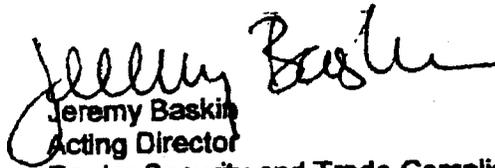
As you know, U.S. Customs and Border Protection (CBP) enforces the Passenger Vessel Services Act (PVSA), codified at Title 46, United States Code, section 55103 (46 U.S.C. 55103). This statute prohibits non-coastwise-qualified vessels (i.e., those vessels not U.S.-built, owned and documented with a coastwise endorsement) from transporting passengers between ports or places within the United States. The regulations promulgated pursuant to the PVSA are found at Title 19, Code of Federal Regulations, section 4.80a (19 CFR 4.80a).

It has come to our attention that passenger vessels of your company are engaging in cruise itineraries that include ports of call within the Hawaiian Islands. Two U.S.-flagged coastwise-endorsed passenger vessels are also currently engaging in cruise itineraries that include only ports of call within the Hawaiian Islands.

As part of your cruise itineraries, some of your foreign-flagged vessels depart from a U.S. port, call at several Hawaiian ports, then proceed to Ensenada, Mexico for a brief period, and ultimately return to the original U.S. port of embarkation where the passengers disembark to complete their cruise. For example, the MS ZAANDAM of Holland America Lines, departs San Diego, cruises the Hawaiian Islands, stops in Ensenada from 8:00p.m. to 11:00p.m., and returns to San Diego. CBP believes these itineraries are contrary to the PVSA because it appears that the primary objective of the Ensenada stop is evasion of the PVSA.

Please be advised that CBP is taking steps to publish this position. Should have any questions pertaining to this matter, please contact Mr. Glen Vereb, Chief, Cargo Security, Carriers and Immigration Branch at (202) 572-8724.

Sincerely,

A handwritten signature in cursive script that reads "Jeremy Baskin". The signature is written in black ink and is positioned above the printed name and title.

Jeremy Baskin
Acting Director

Border Security and Trade Compliance Division



December 21, 2007

The Honorable W. Ralph Basham
Commissioner, Customs and Border Protection
c/o Border Security Regulations Branch
Office of International Trade
Customs and Border Protection
1300 Pennsylvania Avenue, NW (Mint Annex)
Washington, D.C. 20229

**Re: Hawaii Coastwise Cruises (USCBP-2007-0098)
Comments in Response to Proposed Interpretation**

Dear Commissioner Basham:

NCL America Inc.¹ ("NCLA") submits these comments in support of the efforts of Customs and Border Protection to enforce the Passenger Vessel Services Act and the 2003 Hawaii Cruise Ship Initiative as applied to Hawaii coastwise cruises.

1. Introduction and Summary of Position

NCLA operates three large oceangoing U.S. flag cruise ships in Hawaii. These ships are documented under U.S. flag and are required to operate in regular service in Hawaii pursuant to the authority of the Hawaii Cruise Ship Initiative, a 2003 federal statute intended to revitalize the U.S. flag cruise industry and to maximize economic and national security benefits to the United States (the "2003 Act").

NCLA has invested \$1.3 billion in this fleet of U.S. flag ships pursuant to the 2003 Act and in direct reliance on the protections of the Passenger Vessel Services Act ("PVSA") and its proper enforcement. The PVSA limits the transportation of passengers between U.S. ports to coastwise documented U.S. flag ships. Its statutory protections recognize that U.S. flag ships have significantly higher operational costs in part because they are subject to more stringent U.S. laws, including U.S. labor laws and federal

¹ NCL America Inc. is a U.S. corporation, incorporated under the laws of the State of Delaware, headquartered in Honolulu, Hawaii. As a U.S. corporation it is subject to U.S. taxes at both the federal and state level. The Chief Executive Officer, the Chairman of the Board and all of the Board of Directors of NCL America are U.S. citizens. The company is also subject to U.S. labor and employment laws and is required by statute to maintain a workforce comprised primarily of U.S. citizens.

income tax, among others. The NCLA ships operating in Hawaii are the only large oceangoing cruise ships operating under U.S. flag. In furtherance of the policy goals of the PVSA and the 2003 Act, these ships have created over 4,000 seafaring jobs, all subject to U.S. minimum wage and other labor statutes.

Since 2003 there has been a significant increase in capacity in the Hawaii market from foreign flag ships providing cruise service to Hawaii from the West Coast. Many of these foreign flag cruises are marketed as "Hawaii cruises" and consist entirely of U.S. ports of call, with the sole exception of a token stop in Mexico, for as little as an hour, late at night, under circumstances where passengers are not permitted to get off the ship. There are no reported rulings approving these particular foreign flag itineraries.

Lower cost foreign competition in the Hawaii market has unfairly hurt NCLA's operations. NCLA has incurred substantial losses which have contributed significantly to its decision earlier this year to withdraw the PRIDE OF HAWAII from U.S. flag and re-deploy it foreign. Unfair foreign competition poses an imminent threat to the remaining U.S. flag passenger vessels operating in the Hawaii trades pursuant to the 2003 Act.

As the agency statutorily charged with implementation of the 2003 Act, the U.S. Department of Transportation Maritime Administration ("MARAD") is aware of the threat foreign flag Hawaii itineraries pose to the U.S. flag fleet and brought the situation to the attention of the U.S. Department of Homeland Security Bureau of Customs and Border Protection ("CBP" or "Customs"). Customs determined that the primary object of these itineraries was coastwise and that the Ensenada stop was an evasion of the PVSA.

In August 2007 Customs provided written notice to the affected foreign lines, and their trade association, that the existing itineraries were contrary to the PVSA. None of these lines sought advance rulings, even after the Customs notice, with respect to their Hawaii itineraries pursuant to Customs regulations and many continued to market the itineraries as "Hawaii cruises." NCLA supports the efforts of Customs and MARAD to enforce existing law in furtherance of the PVSA and the 2003 Act for Hawaii cruises.

2. Statutory Authority for Customs Proposed Interpretation

(a) Passenger Vessel Services Act (PVSA)

Congress passed the PVSA in 1886 to protect the U.S. maritime transportation industry from foreign competition.² Protection is afforded through penalty assessments on foreign vessels transporting passengers between U.S. ports or places, directly or by way of a foreign port.³ As Congress and the courts have recognized, coastwise protections for the U.S. maritime transportation industry are only one dimension of the PVSA. Operating in conjunction with other coastwise laws and with the U.S.

² See *United States v. Honduran S.S. GRANADA*, 35 F. Supp. 892, 894 (E.D. Pa. 1940)(citing purpose of PVSA to meet "threats to the practical monopoly of coastwise and domestic shipping which was to be preserved for U.S. ships.")

³ 46 U.S.C. § 55103 (originally 46 U.S.C. App. 289).

documentation laws, the PVSA also enhances military sealift in times of national emergency, sustains a U.S. merchant marine, and supports the U.S. shipbuilding and repair industry.⁴

(b) Hawaii Cruise Ship Initiative (the 2003 Act)

Over the past decade Congress has sought to reinforce the goals of the PVSA by providing mechanisms to revitalize the oceangoing U.S. flag cruise fleet, particularly in Hawaii. The Project America legislation enacted in 1997 authorized, among other things, the re-flagging of one existing cruise ship contingent on the operator contracting for the construction of two new oceangoing cruise ships.⁵ Following the default of the operator under the original contract, Congress enacted the 2003 Hawaii Cruise Ship Initiative “for the purpose of recovering economic and national security benefits to the United States . . .”⁶ These same goals of the original PVSA were expressly referenced in the legislative history of the 2003 Act which emphasized that these ships will be assets available in time of national emergency and will significantly expand the pool of qualified seafarers upon which the U.S. Department of Defense relies to crew non-combatant vessels.⁷

The 2003 Act authorizes the U.S. documentation of three cruise ships for operation in regular service in Hawaii, subject to certain conditions including a prohibition on operating in revenue service to ports in Alaska, the Gulf of Mexico, and the Caribbean Sea and a requirement that all vessel repair work be undertaken in the United States. MARAD is charged with implementation of the 2003 Act.

3. Customs Implementation of PVSA

(a) Regulations

The current regulations implementing the PVSA were published by Customs in 1985.⁸ The growth of the foreign flag cruise industry in North America, and in particular the development of the Alaska cruise market, led to an effort in 1984 to amend the then-existing regulations to increase the ease of administration and operational flexibility. The effort to change the regulation had support from U.S. port interests who saw benefit in the potential increase in the number of U.S. ports that foreign vessels could call and was opposed by proponents of potential U.S. flag projects as detrimental to efforts to revitalize the U.S. fleet.⁹ The preamble to the 1985 rule emphasized that it was of “paramount importance” to consider “the primary object of passengers in taking a

⁴ See *American Hawaii Cruises v. Skinner*, 713 F. Supp. 452, 457 (D.D.C. 1989) (recognizing the contribution of the PVSA and the Jones Act in helping to secure national defense by maintaining “a merchant marine of the best equipped and most suitable types of vessels sufficient . . . to serve . . . in time of war or national emergency”); see also *Autolog Corp. v. Regan*, 731 F.2d 25, 30 (D.C. Cir. 1984); *Wirth Ltd. v. S/S Acadia Forest*, 537 F.2d 1272, 1281 n.32 (5th Cir. 1976).

⁵ Public Law 105-56, Section 8109 (111 Stat. 1203, 1244) (Oct. 8, 1997).

⁶ Public Law 108-7, Division B, Title II, General Provisions – Department of Commerce, Section 211 (117 Stat. 11, 79) (Feb. 20, 2003).

⁷ 149 Cong. Rec. S1118 (daily ed. Jan. 17, 2003)(statement of Senator Inouye).

⁸ 19 C.F.R. § 4.80a.

⁹ 50 Fed. Reg. 26981 (July 1, 1985).

voyage,”¹⁰ a concept which is reinforced elsewhere in Customs regulations.¹¹ In its analysis of the comments received at the time, Customs accepted the view of port interests that the modified rule would help their business, but did so recognizing the absence of a regular salt water U.S. flag passenger fleet. Customs acknowledged the potential harm to prospective efforts to revitalize the U.S. flag passenger fleet and expressly cautioned that if it were ever shown that coastwise qualified vessels in competition with foreign vessels were in fact hurt by the modified Customs regulation then Customs would immediately reconsider its position.¹²

(b) Customs Rulings

Given the significant penalties associated with violating the PVSA,¹³ Customs regulations expressly provide a mechanism for the owner or charterer of a foreign vessel “or any other interested person” to request an advisory ruling as to whether a contemplated voyage would be considered in violation of the PVSA.¹⁴ Customs regulations provide that vessel operators can rely on these ruling letters only to the extent that the facts and circumstances are identical to those in the ruling letter.¹⁵ Notwithstanding the fact that several foreign cruise lines offer Hawaii itineraries originating in a U.S. mainland port and calling at Hawaii ports with a token intervening stop in Mexico, there are no reported rulings expressly approving such an itinerary for these foreign cruise lines.¹⁶

4. The Cruise Industry in Hawaii

(a) NCL America Returns U.S. flag to the Oceangoing Passenger Fleet

Pursuant to the requirements of the 2003 Hawaii Cruise Ship Initiative, NCLA agreed to promote U.S.-flag cruising, enhance military sealift capacity, and expand the U.S. maritime labor base. No other major cruise line had ever undertaken such a commitment to the U.S. flag and the public policy objectives Congress sought to achieve under the PVSA or the 2003 Act. Introduction of PRIDE OF ALOHA in 2004 was a significant development in the maritime industry because it marked the restoration of the

¹⁰ Id. at 26983.

¹¹ Customs Regulations include a provision on the effect of ruling letters, and with respect to “carrier rulings” the applicable regulation refers to rulings “setting forth a determination as to whether or not the primary object of a contemplated voyage is coastwise transportation in violation of 46 U.S.C. § 289 [PVSA codified at 46 U.S.C. §55103].” 19 C.F.R. § 177.9(b)(4).

¹² 50 Fed. Reg. at 26983.

¹³ A modern cruise ship with 2400 passengers, for example, would be subject to a fine of \$720,000 per cruise based on the statutory penalty of \$300 for each passenger transported in violation of the Act.

¹⁴ 19 C.F.R. § 4.80a(d).

¹⁵ 19 C.F.R. § 177.9(b)(4).

¹⁶ There is one older reported ruling involving a request to drop the Ensenada port call from a Los Angeles/Hawaii/Los Angeles itinerary which Customs held would violate the PVSA. In dicta, Customs acknowledged that the itinerary could be in compliance if the Ensenada call were not dropped, but did not address the issue of whether a one hour service call where no passengers depart the vessel would be sufficient. The carrier that obtained that ruling has since left the Hawaii market. See Customs Ruling HQ 114078 re: Crystal Harmony (Nov. 4, 1997).

U.S. flag to the oceangoing cruise industry. A contemporaneous press release from the U.S. Department of Transportation reported that the three U.S.-flag cruise ships to be introduced pursuant to the 2003 Act were expected to create more than 20,000 U.S. jobs, generate more than \$825 million of expenditures in the U.S. economy, and create nearly \$360 million in federal tax revenue by the end of 2007.¹⁷ In 2005 the PRIDE OF AMERICA was introduced and in 2006 the third vessel PRIDE OF HAWAII was introduced to Hawaii. Both the PRIDE OF AMERICA and PRIDE OF HAWAII offer 7-day inter-island Hawaii itineraries whereas PRIDE OF ALOHA operates on 7 and 10 day cruises exclusively among the islands of Hawaii, as well as 11 day cruises that include a foreign port call at Fanning Island. To date, NCLA has invested over *\$1.3 billion* in this fleet of U.S. flag ships in furtherance of the policy objectives of the PVSA and the 2003 Act. These ships employ over 4,000 seafarers and generate hundreds of millions of dollars in benefits for Hawaii and the nation.

(b) Significant Increase in Foreign Flag Capacity Since 2003

The most significant change in the Hawaii cruise market since 2003 has been the dramatic increase in capacity. A significant portion of this capacity increase is directly attributable to NCLA's fulfillment of the Congressional mandate in the 2003 Act. However, foreign-flag operations in the Hawaii market, as measured in passenger nights,¹⁸ have skyrocketed. Based on MARAD data, derived from the U.S. Customs Border Patrol Vessel Entrance and Clearance documents, the passenger nights for foreign flag vessels departing from the West Coast to Hawaii on round trip cruise have increased *several hundred fold* during this period.¹⁹ See Exhibit A.

(c) NCLA Has Incurred Substantial Losses During this Period

Since 2004, NCLA has lost, cumulatively, more than *a quarter of a billion dollars*. A principal reason for these losses has been the increase in foreign capacity in this market. NCLA has taken significant steps to reduce costs to address the increase in foreign competition, but NCLA is at an inherent disadvantage when competing against foreign companies that are not subject to U.S. labor laws, U.S. tax laws, and other laws. Of course, the statutory protections of the PVSA are intended to address these very issues. That is why Customs immediate action to implement the proposed interpretation is critical for the U.S. flag fleet. Regrettably, NCLA has already been forced to reduce overall capacity early next year with the withdrawal of PRIDE OF HAWAII to another

¹⁷ DOT Press Release dated June 7, 2004; *see also*, DOT Press Release dated August 13, 2004, in connection with visit to PRIDE OF ALOHA by U.S. Transportation Secretary Norman Y. Mineta.

¹⁸ "Passenger nights" (also referred to as "passenger capacity days") are calculated by multiplying the number of passengers per vessel by the number of cruise days in each itinerary by the number of cruises. This is the unit of measurement employed by MARAD. In contrast, "passenger bed supply" (also referred to as "passenger capacity") data reflects only the number of berths per vessel multiplied by the number of cruises and hence understates the market by excluding the full economic value of the cruise performed.

¹⁹ In 2003, the total number of passenger nights for round-trip West Coast to Hawaii cruises was 303,325 which jumped by 353% to 1,072,329 in 2006 and by 430% to 1,304,546 from 2003 to 2007. (The 2007 figure is based on MARAD data for six months and annualized by published itineraries for the balance of the year).

market for operation under foreign flag. This move alone will result in the loss of over 1,000 American seafaring jobs.

5. Customs Proposed Interpretation is Necessary to Further the Important National Security and Public Policy Objectives Embodied in Federal Law

As Customs has properly noted, the increase in foreign competition in the Hawaii trades in contravention of the PVSA “pose[s] an imminent threat to the two remaining U.S.-flagged, coastwise endorsed passenger vessels[.]” As the operator of these ships, NCLA has a vested interest in protecting the jobs of the thousands of American crewmembers and cruise ship service providers who support these vessels. NCLA also has an interest in protecting the substantial economic investment it has made to revitalize the U.S. flag passenger vessel fleet. But a balancing of interests in the context of Customs’ enforcement of existing law in furtherance of the PVSA and the 2003 Act requires a much broader focus.

The legislative history of the 2003 Act expressly recognized the national security and public policy import of establishing a U.S. flag passenger vessel fleet as a means to maintain the country’s preparedness for a national emergency by developing a pool of qualified seafarers, and as a means to help sustain a fleet of U.S.-flag vessels to support the nation’s military and maritime industrial base for times of national emergency.²⁰

Congress understood the importance of establishing a viable U.S. flag cruise ship fleet as something larger than the vessels themselves. These national security and public policy objectives must be weighed in the balance as Customs assesses how best to interpret its rules to give effect to the PVSA and the 2003 Act.

6. Customs Should Clarify that the Proposed Interpretation is Limited to Vessels Operating in the Hawaii Trades and Adopt Reasonable Measures to Ensure Sufficient Foreign Content

Since publication of the proposed interpretative rule several commenters have observed that the scope of the proposed interpretation is ambiguous because the language of Section VI referencing “any cruise itinerary” appears broader than the caption, “Hawaiian Coastwise Cruises,” and the entire discussion in the published notice which focuses exclusively on U.S.-flag coastwise vessels operating in the Hawaii trades. NCLA agrees that the proposed interpretation should be clarified so that its scope is limited to vessels operating roundtrip voyages from U.S. ports that include Hawaii port calls.

NCLA supports the concept reflected in the proposed interpretive rule that round trip Hawaii itineraries from U.S. ports on foreign ships must include a material and measurable degree of overall foreign port content as compared to U.S. port content.

²⁰ 149 Cong. Rec. S1117 (daily ed. Jan. 17, 2003).

(a) Limiting the Scope of the Proposed Interpretation to Vessels Operating in the Hawaii Trades is also Consistent with Subsequent Congressional Enactments Modifying the PVSA

As discussed above, it is well established that the PVSA was designed to protect U.S.-flag vessels from foreign competition in the coastwise and domestic trades.²¹ Subsequent legislative enactments, however, have appropriately differentiated among distinct geographic markets and trades, including Canada, Alaska, Puerto Rico, and Hawaii, based on the existence or non-existence of U.S.-flag passenger vessel service.

In 1938 Congress modified the application of the PVSA to permit the transportation of passengers by Canadian passenger vessels on Lake Ontario and the St. Lawrence River “until such time as passenger service shall be established by vessels of the United States.”²² Similarly, in 1961 Congress modified the application of the PVSA to permit the transportation of passengers on Canadian vessels within Alaska or between Alaska and other points in the United States until such time as passenger service is established by vessels of the United States.²³

In 1984 Congress modified the application of the PVSA to permit the transportation of passengers between Puerto Rico and other United States ports on foreign-flag vessels.²⁴ As with the other statutory exceptions, this provision is qualified and expires “[o]n a showing . . . that a United States passenger vessel qualified to engage in the coastwise trade is offering or advertising passenger service between a port in Puerto Rico and another port in the United States.”²⁵

Congress acted again with respect to the application of the PVSA with the 2003 Act in which it authorized three vessels that did not meet the U.S.-build requirements of the PVSA to operate as “modern U.S.-flagged cruise ships in regular service in Hawaii.”²⁶ The 2003 Act imposes a specific geographic limitation on the operation of “any ship documented under this authority” to operations only in “regular service transporting passengers between or among the islands of Hawaii and shall not transport passengers in revenue service to ports in Alaska, the Gulf of Mexico, or the Caribbean Sea,” except in certain limited circumstances.²⁷ As above, the limited nature of the 2003 Act is express, it is “strictly limited to the large ocean-going cruise ships and then only those operating in the regular Hawaii service where there are no U.S.-flag operations.”²⁸

²¹ See Act of June 19, 1886, c. 421, sec. 8, 24 Stat. 81; Act of February 17, 1898, c. 26, sec. 2, 30 Stat. 248.

²² S.J. Res. 174, 75th Cong., 52 Stat. 223 (Apr. 25, 1938) *codified at* 46 U.S.C. § 55121(a).

²³ See Pub. L. 87-77, 75 Stat. 196 (Jun. 30, 1961) *codified at* 46 U.S.C. § 55121(b).

²⁴ See Pub. L. 98-563, 98 Stat. 2916 (Oct. 30, 1984) *codified at* 46 U.S.C. § 55104(b).

²⁵ 46 U.S.C. § 55104(c)(1); *see also* 46 U.S.C. 46 U.S.C. § 55104(c)(2)(expiration of exemption upon availability of a non-coastwise qualified U.S.-flag vessel offering service in the relevant market).

²⁶ 149 Cong. Rec. S1118 (daily ed. Jan. 17, 2003)(statement of Sen. Inouye).

²⁷ Pub. L. 108-7, 117 Stat. 79 (Feb. 20, 2003).

²⁸ 149 Cong. Rec. S1119 (daily ed. Jan. 17, 2003)(statement of Sen. Inouye).

In each of these instances, Congress fashioned a narrow exception to the PVSA that differentiated among distinct geographic markets based on the existence or non-existence of U.S.-flag passenger vessel service.

As the federal agency responsible for administering the 2003 Act, MARAD requested that Customs act to protect U.S. flag passenger vessel interests in the Hawaii trades.²⁹ Limiting the scope of the proposed interpretation to vessels operating in the Hawaii trades also reflects Customs appreciation of the PVSA in the context of the subsequent Congressional action.³⁰ Viewing the Congressional modifications to the PVSA as a whole, Congress has specifically and repeatedly differentiated among distinct geographic markets, when it has found it necessary and appropriate to do so, to protect U.S.-flag passenger vessel interests. It is well established that the proper interpretation of a statutory scheme includes consideration of subsequent statutes, even though the underlying statute itself has not been expressly amended.³¹ Accordingly, Customs should likewise limit the scope of the proposed PVSA interpretation to vessels operating in the Hawaii trades because that is the only geographic market, as mandated by the 2003 Act, in which oceangoing U.S.-flag cruise ships are operating.

(b) Limiting the Scope of the Proposed Interpretation to Vessels Operating in the Hawaii Trades is Consistent with Public Policy Objectives of the 1985 Rulemaking

In 1985 Customs liberalized the regulations implementing the PVSA by eliminating certain regulatory prohibitions on foreign flag vessels. In the context of the 1985 rulemaking, Customs justified a relaxation of the regulations on the grounds that it would simplify the administration of the PVSA and would benefit the economy of certain American coastwise ports without eroding the statutory protection given to American vessels engaged in solely domestic trade.³² Customs thus sought to reconcile U.S. port economic interests with U.S.-flag passenger vessel interests. Both of these twin policy objectives are furthered by

²⁹ See 72 Fed. Reg. 65488 (Nov. 21, 2007) (“MARAD has asked CBP to address the recent activities of foreign-flag passenger vessels in the Hawaiian Islands that are imposing economic hardship on the operations of coastwise-qualified cruise ship operators.”).

³⁰ See generally, *FDA v. Brown & Williamson Tobacco Corp.*, 529 U.S. 120, 132-133 (2000) (assessing propriety of agency construction of Food, Drug and Cosmetics Act and describing responsibility of reviewing court to assess statutory provisions in the context of subsequent legislative enactments).

³¹ See *Brown & Williamson*, 529 U.S. 143 (holding that proper construction of statutory provision must necessarily assume that the “implications of a statute may be altered by the implications of a later statute. This is particularly so where the scope of the earlier statute is broad but the subsequent statutes more specifically address the topic at hand.”); see also *United States v. Estate of Romani*, 523 U.S. 517, 530-531 (1998) (holding that a later-enacted statute should control the construction of the federal lien priority statute, “a specific policy embodied in a later federal statute should control our construction of the [earlier] statute, even though it ha[s] not been expressly amended.”); *United States v. Fausto*, 484 U.S. 439, 453 (1988) (“The courts frequently find Congress to have done this - whenever, in fact, they interpret a statutory text in the light of surrounding texts that happen to have been subsequently enacted. This classic judicial task of reconciling many laws enacted over time, and getting them to “make sense” in combination, necessarily assumes that the implications of a statute may be altered by the implications of a later statute.”).

³² 50 Fed. Reg. 26982 (Jul. 1, 1985).

limiting the scope of the proposed interpretation to vessels operating in the Hawaii trades.

As noted earlier, the 2003 Act limits the operation of the NCLA U.S.-flag oceangoing passenger vessels to regular service in Hawaii. Because there are no oceangoing U.S.-flag vessels operating in any market other than the Hawaii trades, Customs should limit the scope of the proposed interpretation to that market. Such a limitation protects U.S. flag passenger vessel interests without prejudicing U.S. port interests. In contrast, an application of the proposed interpretation to "any itinerary" would needlessly harm U.S. port interests unrelated to Hawaii without any countervailing benefit to U.S.-flag passenger vessel interests. Accordingly, limiting the scope of the proposed interpretation is consistent with the public policy objectives of the 1985 rulemaking as well as the 2003 Act.

(c) Limiting the Scope of the Proposed Interpretation to Vessels Operating in the Hawaii Trades is Also Consistent with Customs Commitment to Revisit the Scope of its Rules to Protect U.S.-Flag Interests

The relaxation of the PVSA regulations in 1985 was premised, in large part, on Customs' finding that there was "no regular salt water U.S.-flag passenger fleet" in operation at that time.³³ Acknowledging that the relaxed regulations could harm U.S.-flag interests, Customs committed in the preamble of the 1985 final rule to "immediately reconsider" its interpretation if it is ever shown that there is a viable U.S. flag vessel operating in competition with foreign-flag vessels.³⁴

Congress enacted the 2003 Act to stimulate the development of a U.S. flag cruise ship industry. As noted above, the legislative history of that Act makes clear that Congress sought to revitalize the U.S.-flag cruise industry as a means to: maintain America's preparedness for a national emergency by developing a pool of qualified seafarers; help sustain a fleet of U.S. flag vessels to support our military and a maritime industrial base; create thousands of seagoing and shoreside American jobs; and stimulate the development of a U.S. flag cruise ship tourism business with the commensurate benefits to the U.S. tax base, the U.S. economy and U.S. employment.

Customs is now acting at MARAD's request to revisit its interpretation of the regulations implementing the PVSA because "recent activities of foreign-flag passenger vessels in the Hawaiian Islands . . . are imposing economic hardship on the operations of coastwise-qualified cruise ship operations."³⁵ That is to say that the concerns articulated by Customs in the context of the 1985 rulemaking have materialized and U.S.-flag passenger vessel interests are, in fact, being harmed in the Hawaii trades by foreign competitors.

³³ 50 Fed. Reg. 26983.

³⁴ *Id.*

³⁵ 72 Fed. Reg. 56488 (Nov. 21, 2007).

Because the U.S.-flag passenger vessels are limited by statute to regular service in Hawaii, limiting the scope of the proposed interpretation to vessels operating in the Hawaii trades is consistent with Customs historical commitment to revisit its interpretation of the implementing regulations to protect U.S.-flag passenger vessel interests.

7. Conclusion

For the reasons stated above, NCLA commends the efforts of Customs and MARAD to enforce existing law in furtherance of the PVSA and the 2003 Act as applied to vessels operating in the Hawaii trades. NCLA respectfully requests Customs to move ahead promptly with publication of a final interpretive rule to advance the important national security and public policy objectives of these laws.

We greatly appreciate the opportunity to submit these comments.

Sincerely,



Alan T. Yamamoto
Vice President, Hawaii Operations

Exhibit A



Ship Name: Serenade Of The Seas

Departure Port: San Diego, California

Ports of Call: San Diego, California; Kailua Kona, Hawaii; Lahaina (Maui), Hawaii; Hilo, Hawaii; Honolulu (Oahu), Hawaii; Ensenada, Mexico; San Diego, California

2007 Date(s): Oct 05

Sailing Itinerary ***



Day	Port ***	Arrive	Depart	Activity
05-Oct	<u>San Diego, California</u>		5:00 PM	
06-Oct	Cruising			
07-Oct	Cruising			
08-Oct	Cruising			
09-Oct	Cruising			
10-Oct	<u>Kailua Kona, Hawaii</u>	7:00 AM	9:00 PM	Tendered
11-Oct	<u>Lahaina (Maui), Hawaii</u>	10:00 AM		Tendered
12-Oct	<u>Lahaina (Maui), Hawaii</u>		9:00 PM	Tendered
13-Oct	<u>Hilo, Hawaii</u>	7:00 AM	6:00 PM	Docked
14-Oct	<u>Honolulu (Oahu), Hawaii</u>	7:00 AM		Docked
15-Oct	<u>Honolulu (Oahu), Hawaii</u>		2:00 AM	Docked
16-Oct	Cruising			
17-Oct	Cruising			
18-Oct	Cruising			
19-Oct	Cruising			
→ 20-Oct	<u>Ensenada, Mexico</u>	1:00 AM	2:00 AM	Docked ←
20-Oct	<u>San Diego, California</u>	7:00 AM		