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**PRESS STATEMENT**

**INTERNATIONAL**  
**20 April 2005**

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**STATEMENT FROM STAR CRUISES GROUP IN RELATION TO  
NORWEGIAN DAWN INCIDENT**

Following the freak wave that struck the Norwegian Dawn off the Carolina coast of North America last Saturday morning, the Star Cruises Group ("Star") wishes to advise that there has been virtually no structural damage to the 92,250-gross tonne vessel and that she has resumed cruising to the Bahamas departing New York City on Monday, 18 April 2005, one day later than originally scheduled.

Despite being hit by a freak wave more than 20 metres high, the Norwegian Dawn has suffered damage only to a small forward area of her superstructure and not at all to the watertight hull structure. The design and strength of the ship, as Star and Norwegian Cruise Line ("NCL") were already aware, are well above the normal standard and the evidence this past weekend is that this model of ship is able to withstand without damage the most severe wind and wave conditions likely to be encountered by a modern cruise ship.

The damage that did occur was mainly confined to the forward areas of two passenger decks on Decks 9 and 10. The windows of two forward facing cabins on each of these two decks were broken by the force of the wave. Subsequently a large volume of water flooded into these two cabins and spread out to neighbouring cabins from there. In total, 62 cabins were affected by this volume of water spreading out from the breached cabins. Four passengers in total were injured, with cuts from broken glass being the major injury. All were treated immediately at the ship's onboard hospital and were quickly released again. A little over a third of passengers from the flooded cabins chose to terminate their cruise in Charleston, South Carolina where the ship docked for emergency repairs to the broken windows. Roughly 90 per cent of all passengers chose to stay with the ship and sail back to New York.

Passengers' response has been extremely positive regarding responsiveness of the crew, information flow from the bridge throughout the incident, and the rapid offer of compensation from the shore side office. The onboard management team and crew have been widely praised by passengers for their handling of the situation.

The number one priority at all times was the safety of the passengers, crew, and ship and the integrity of the vessel was not, at any time, in any way compromised or in danger.

The published cruise for this week had been a seven-day cruise to the Bahamas and back. The itinerary has been delayed by the one day that the ship arrived late into New York on this past Monday rather than Sunday. This week's itinerary had been revised to a 6-day itinerary instead of 7 days.

Other minor structural damage: a frame underneath the spare anchor that lies on the foredeck, in front of passenger areas, has been bent by the force of this spare anchor (carried on deck) hitting the flat deck during the heavy seas.

**About Star Cruises Group:**

Star Cruises, the third largest cruise line in the world is a global cruise brand with a combined fleet of 21 ships in service and under construction with over 32,000 lower berths, cruising to destinations and islands in Asia-Pacific, North and South America, Hawaii, Caribbean, Alaska, Europe, Mediterranean, Bermuda and the Antarctica under the Star Cruises, Norwegian Cruise Line, NCL America, Orient Lines and Cruise Ferries brands.

Star Cruises is represented in more than 20 locations worldwide with offices in Australia, China, Germany, Hong Kong, India, Indonesia, Japan, Korea, Malaysia, New Zealand, Norway, Philippines, Singapore, Sweden, Taiwan, Thailand, United Arab Emirates, United Kingdom and the United States of America.

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