HK GAAP RESULTS RELEASE	**31 March 2009**
FOR IMMEDIATE RELEASE	**INTERNATIONAL**

STAR CRUISES GROUP ANNOUNCES FULL YEAR RESULTS FOR 2008

The below commentary is prepared based on the comparison of the results for 2008 and 2007 of Star Cruises Group (excluding NCL Corporation Ltd. and its subsidiaries ("NCLC Group")). NCLC ceased to be a subsidiary of Star Cruises Limited (the "Company") and became a 50% jointly controlled entity on 7 January 2008 following the completion of the deemed disposal arising from the US$1 billion subscription of new shares in NCLC by Apollo Management, L.P. ("Apollo") and its affiliates.

Key points for the year in comparison with year 2007: -

- Capacity increased by 10.0% from 2.3 million to 2.5 million capacity days
- Net revenue decreased by 0.8%, net revenue yield decreased by 7.8%
- Ship operating expenses per capacity day increased by 8.4%. Ship operating expenses excluding fuel costs per capacity day increased by 3.1%
- Selling, general and administrative expenses ("SG&A") per capacity day increased by 12.5%. SG&A per capacity day excluding one-off payment to a former director of the Company decreased by 1.6%
- Operating loss before impairment loss was US$15.6 million, versus an operating profit before impairment loss of US$35.2 million

Star Cruises Group (excluding NCLC Group)

Net revenue for 2008 decreased 0.8% from 2007 primarily due to lower net revenue yield and occupancy level of 7.8% and 3.2 percentage points, respectively, partially offset by an increase in capacity of 10.0%. The decrease in net revenue yield was mainly a result of lower gaming hold percentage onboard the ships. The increase in capacity in 2008 was primarily due to the addition of *m.v. SuperStar Aquarius* which commenced operations in June 2007 partially offset by the non-operation of *m.v. Wasa Queen* and *m.v. MegaStar Taurus* since October and November 2008, respectively. The occupancy was at 84.5% in 2008 compared with 87.7% in 2007.

Ship operating expenses per capacity day for 2008 increased 8.4% compared with 2007 primarily due to higher fuel costs and the ensuing costs of operating and maintaining the ships out of service, partially offset by the lower charter hire fees incurred for certain ships. Charter hire fees was lower year-on-year due to the redelivery of *m.v. Norwegian Crown* and *m.v. Marco Polo* to their new owners in November 2007 and March 2008, respectively, partially offset by the charter hire fees for *m.v. SuperStar Gemini* and *m.v. Norwegian Majesty*. In 2008, fuel costs increased approximately US$18.9 million compared to 2007 with the average fuel price increasing approximately 35%. Fuel costs accounted for approximately 24.7% of ship operating expenses in 2008 compared to 20.9% in 2007.

SG&A expenses per capacity day for 2008 increased 12.5% compared with 2007 primarily due to the consideration of US$10.0 million paid to a former director of the Company in accordance with the terms of the Non-Competitive Agreement.

Depreciation and amortisation expenses per capacity day in 2008 decreased 20.8% compared to 2007 primarily due to the cessation of depreciation for vessels classified as non-current assets held for sale in 2008 as well as the disposal of *m.v. Marco Polo* and *m.v. SuperStar Gemini* in July and October 2007, respectively.

A net impairment loss of US$99.9 million in respect of the ships and equipment as well as leasehold land and buildings was recorded in 2008 following the completion of the annual impairment assessment performed by the Group. In 2007, a net impairment loss of US$2.6 million was recorded.

On 31 March 2009, the Group entered into an agreement with a financial institution for a facility of up to US$25 million to finance a certain portion of land premium and as working capital of a subsidiary.

Prospects

The collaborative arrangements with Alliance Global Group, Inc. on the development and operation of hotel and casino complexes in the Philippines is a key strategic move made by the Group in transforming into a land-based leisure and entertainment operator. Capitalising on the success of the existing cruise business, the Group is on target in offering the customers leisure varieties across the region and thus enhancing customer satisfaction.

With the worsening global economic situation, the Group has taken various steps in consolidating its resources and improving efficiency to maintain its competitive edge, including seeking opportunities to divest the non-core assets as well as organisational rationalisation, and will continue to work on improving the quality of earnings to further enhance shareholders' value.

NCLC Group

The commentary below is prepared based on NCLC Group's US GAAP financial statements.

Net revenue increased 2.9% in 2008 compared to 2007 primarily due to a 6.9% increase in net revenue yield partially offset by a 3.7% decrease in capacity days. The increase in net revenue yield in 2008 was primarily the result of higher passenger ticket pricing and onboard and other revenues. The decrease in capacity days was the result of the departure of *m.v. Norwegian Wind*, *m.v. Norwegian Crown, m.v. Marco Polo* and *m.v. Norwegian Dream* which left the fleet upon expiration of the relevant charter agreements in April 2007, November 2007, March 2008 and November 2008, respectively, as well as the re-flagging of *m.v. Pride of Aloha* which was withdrawn from the fleet in May 2008 and launched as *m.v. Norwegian Sky* in July 2008. This decline in capacity was partially offset by the addition of *m.v. Norwegian Gem* which entered the fleet in October 2007. The increase in onboard and other revenues was primarily due to increased revenues from the gaming operations and art concessionaire.

Ship operating expenses per capacity day for 2008 increased 3.5% compared with 2007. This increase was mainly due to higher fuel expenses partially offset by lower payroll and related expenses. Average fuel prices, including the impact of fuel swaps, increased 41.5% to US$561 per metric ton in 2008 from US$396 per metric ton in 2007. Lower payroll and related expenses resulted from the re-flagging and redeployment of *m.v. Pride of Hawai'i* and *m.v. Pride of Aloha* from the Hawaii market to international fleet.

SG&A expenses per capacity day for 2008 increased 8.5% compared with 2007 mainly due to additional professional fees incurred primarily in connection with legal costs and management consulting projects.

Depreciation and amortisation expenses increased 9.8%, compared to 2007. The increase was primarily due to the addition of *m.v. Norwegian Gem* which entered service in October 2007.

In 2008, an impairment loss was recorded in NCLC Group's consolidated income statement as a result of the cancellation of a contract to build a ship in the amount of US$128.8 million. These costs include payments to the shipyard, loan and deferred financing fees and capitalised interest. In 2007, NCLC finalised the sale of *Oceanic*, formerly known as *Independenc*e and in order to reflect the asset at its net realisable value, NCLC Group recorded an impairment loss of US$2.6 million in its consolidated income statement.

Terminology

- *Net revenue yield represents total revenues less commissions, transportation and other expenses and onboard and other expenses per Capacity Day.*
- *Ship operating expenses represent operating expenses excluding commissions, transportation and other expenses and onboard and other expenses. NCLC Group, reporting under US GAAP, accounts for dry-docking costs under the direct expense method and these costs are classified as ship operating expenses. Under HKFRS, the dry-docking costs are included as a separate component of the ship costs to be amortised to the subsequent dry-docking generally every 2 to 3 years in the depreciation and amortisation.*
- *Capacity Days represent double occupancy per cabin multiplied by the number of cruise days for the period.*
- *Passenger Cruise Days represent the number of passengers carried for the period, multiplied by the number of days in their respective cruises.*
- *Occupancy Percentage, in accordance with cruise industry practice, represents the ratio of Passenger Cruise Days to Capacity Days. A percentage in excess of 100% indicates that three or more passengers occupied some cabins.*

ABOUT STAR CRUISES GROUP

Star Cruises, the leading cruise liner in Asia-Pacific and together with its jointly controlled entities, NCLC, is the third largest cruise operator in the world, currently having a combined fleet of 16 ships offering close to 30,000 lower berths. NCLC is presently building Norwegian Epic, a new third generation Freestyle Cruising ship, for delivery in 2010. The fleet cruises to over 200 destinations and islands in Asia-Pacific, North and South America, Hawaii, Caribbean, Alaska, Europe, Mediterranean and Bermuda under Star Cruises and Norwegian Cruise Line.

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

For investor relations and editorial, please contact:

Blondel So King Tak
Chief Financial Officer
Hong Kong SAR
Tel : (852) 2378 2000
Fax : (852) 2314 3809
Email : *blondelso@starcruises.com*

Christine Li Feng Xia
Manager – Corporate Communications
Hong Kong SAR
Tel : (852) 2378 2960
Fax : (852) 2268 5460
Email : *christineli@starcruises.com*

- end -

Forward-looking statements

This press release contains forward-looking statements that involve risks and uncertainties. These forward-looking statements are not historical facts, but rather are based on the current beliefs, assumptions, expectations, estimates and projections of the Company about the industry and markets in which the Company and its subsidiaries (the "Group") will operate in the future. These statements are not guarantees of future performance and are subject to risks, uncertainties and other factors, some of which are beyond the control of the Group, are difficult to predict and could cause actual results to differ materially from those expressed or forecasted in the forward-looking statements. Factors that could cause actual results to differ materially from those reflected in the forward-looking statements include general economic, political and business conditions, changes in cruise industry competition, weather, force majeure events and/or other factors. Reliance should not be placed on these forward-looking statements, which merely reflect the view of the Company as of the date of this press release only. The Company is under no obligation to revise or update publicly these forward-looking statements or any part thereof to reflect events or circumstances resulting from any new information, future events or otherwise on which any such statement was based.

CONSOLIDATED INCOME STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2008
PREPARED IN ACCORDANCE WITH HONG KONG FINANCIAL REPORTING STANDARDS

	Year ended 31 December *(note 1)*	
	2008 US$'000	2007 US$'000
Turnover	436,587	2,576,240
Operating expenses (excluding depreciation, amortisation and impairment loss)	(306,923)	(1,898,262)
Selling, general and administrative expenses (excluding depreciation)	(79,495)	(350,301)
Depreciation and amortisation	(65,802)	(243,058)
Impairment loss	(99,873)	(5,165)
	(552,093)	(2,496,786)
	(115,506)	79,454
Interest income	3,233	4,482
Finance costs	(28,610)	(234,295)
Share of loss of jointly controlled entities	(104,098)	-
Share of profit / (loss) of associates	1,454	(907)
Other income / (expenses), net *(note 3)*	146,525	(44,840)
	18,504	(275,560)
Loss before taxation	(97,002)	(196,106)
Taxation	(3,528)	(4,780)
Loss for the year	(100,530)	(200,886)
Attributable to:		
Equity holders of the Company	(79,510)	(200,806)
Minority interest	(21,020)	(80)
	(100,530)	(200,886)
Loss per share in US cents:		
- Basic	(1.07)	(2.77)
- Diluted	(1.07)	N/A *(note 2)*
Weighted average outstanding ordinary shares, in thousands	7,426,246	7,252,052
Weighted average outstanding ordinary shares after assuming dilution, in thousands	7,426,246	7,260,636
Operating data		
Passenger Cruise Days	2,106,071	11,844,927
Capacity Days	2,491,743	11,511,621
Occupancy as a percentage of total capacity days	85%	103%

Notes:

(1) The consolidated income statement of the Group for the year ended 31 December 2007 includes the full consolidation of NCLC's results whereas the consolidated income statement of the Group for the year ended 31 December 2008 reflects Star Cruises Asia's operations with the results of NCLC Group being accounted for as a jointly controlled entity using the equity method.

(2) Diluted loss per share for the year ended 31 December 2007 is not shown as the diluted loss per share is less than the basic loss per share.

(3) Included in the net other income for the year ended 31 December 2008 were US$80.8 million gain on deemed disposal of NCLC, gain on disposal of a vessel of US$53.1 million and a transaction fee income of US$10.0 million.

Included in the net other expenses for the year ended 31 December 2007 were translation loss of Euro denominated debt of US$92.0 million and a gain on disposal of Resorts World at Sentosa Pte. Ltd. of US$53.7 million.