

From the files of Cruise Junkie dot Com

DISABLING AND MAJOR EVENTS, 1979 - 2007 (INCLUDING COLLISIONS, FIRES, AND PROPULSION PROBLEMS)

Year	Ship	Event	
1979	Angelina Lauro (Starlauro)	Fire in galley – Burns and sinks while at St. Thomas	Fire
	Skyward (NCL)	Engine room fire 30 mi from Miami – Evacuated to life boats; transferred to Seaward	Fire
1980	Unnamed British-registered ship	Fire in laundry room while in USVI – Evacuated	Fire
	Prinsendam (Holland America)	Engine fire 140 m from Alaska – Evacuated to life boats at 1AM. Ship sunk.	Fire
1982	Norway (NCL)	Boiler room fire – 7 cruises cancelled	Fire
1984	Scandinavian Sea (SeaEscape)	Fire – Evacuated - 45 hours to put out fire	Fire
	Scandinavian Sun (SeaEscape)	Electrical fire while in port – Evacuated – 2 dead, 31 hurt	Fire
1986	Oceanic (Epirotiki)	Electrical fire while in port – Evacuated	Fire
	Emerald Seas (Eastern)	Fire while docked at Bahamas – Evacuated – 18 injured (smoke inhalation) and airlifted to Miami	Fire
1987	Unnamed (NCL)	Engine fire off Key West – Delayed 48 hours	Fire
1988	Scandinavia Star (SeaEscape)	Fire while in Gulf of Mexico – Evacuated	Fire
	Song of America (RCCL)	Engine fire – Return to port	Fire
	Jupiter (Epirotiki)	Collision at entrance to Piraeus – Sunk	Collision
1989	Crown Del Mar (Crown Cruises)	Collision with barge entering Miami Harbour – No passengers aboard	Collision
	Celebration (Carnival)	Collision with Cuban cement freighter (25 miles NE of Cuba) – 3 on Cuban vessel dead, 13 injured; passengers on Celebration shaken.	Collision
	Viking Princess (Palm Beach)	Steering mechanism fails; rams Navy vessel in port	Collision
1990	Fairstar (Sitmar)	Engine room fire – Not disabled – 1 crew member dies	Fire
	Scandinavian Star (Int'l Shipping)	Fire while in North Sea – Evacuated 159 die. Possible arson.	Fire
	Regent Star (Regency)	Fire - put under control. Possible arson.	Fire
	Regent Star (Regency)	Fire and grounded while approaching Philadelphia – Evacuated	Fire
	Crystal Harmony (Crystal)	Temporarily disabled from fire in auxiliary engine room – Drifted for 16 hours. Evacuated at port	Fire
	Azure Seas	Struck while moored by container ship in LA harbour	Collision
1991	Sovereign of the Seas (RCCL)	Fire in lounge while in port at San Juan – Evacuated. Cruise resumed.	Fire
	Eurosun (Europe Cruise Line)	Fire while off Canary Islands	Fire
	Pegasus (Epirotiki)	Fire while berthed in Venice – Total loss	Fire

	Regent Sea (Regency) Island Princess (Princess)	2 ships collide in strong winds at Skagway – Regent Sea has its steel hull plating on the stern ripped; Island Princess has a 50' gash 30 ft above water line and 11 cabins are exposed.	
1992	Starship Majestic	Fire – Evacuated	Fire
	Europa (Hapag Lloyd)	Collision with freighter 180 miles off Hong Kong	Collision
	Royal Pacific	Sinks in a collision with fishing vessel – 2 dead and 30 - 100 missing	Collision
1993	Noordam (Holland America)	Collision with freighter in the Gulf of Mexico	Collision
1994	Pallas Athena (Epirotiki)	Fire while berthed in Piraeus – Total loss	Fire
	Regal Empress (International Shipping)	Fire when 30 min from NYC – Evacuated.	Fire
	Achille Lauro (Starlauro)	Fire and sunk in Indian Ocean (near Seychelles) – 4 die, 8 injured	Fire
1995	Celebration (Carnival)	Engine room fire when 370 miles south of Miami – Adrift for more than 2 days. No a/c or hot food or elevators. Passengers transferred to Ecstasy.	Fire
	Regent Star (Regency)	Engine room fire while in Prince William Sound, Alaska – Disabled. Passengers transferred to Rotterdam	Fire
1996	Sagafjord (Cunard)	Fire – Stranded off coast of Manila (listing) – Towed to dock.	Fire
	Discovery I (Discovery)	Fire in engine room – Towed back to Freeport	Fire
	Golden Princess (Princess)	Fire in engine room – Towed to Victoria	Collision
	Universe Explorer (Commodore)	Laundry room fire – 5 seamen killed, 67 crew and 6 passengers injured	Collision
	Statendam (Holland America)	Near miss with barge carrying 80,000 litres of propane and pallets of dynamite in the Discovery Passage, British Columbia	Near Collision
1997	Fair Princess (P&O)	Fire in casino - passengers called to muster stations - fire contained. Continues with cruise	Fire
	Vistafjord (Cunard)	February: Fire while in Straits of Magellan - disabled for two days. Possible arson April: Fire in ship's laundry room – 1 crew member dies. Cruise cancelled after reaching Freeport (20 mi away)	Fire
	Romantica (New Paradise)	Fire 10 mi off Cypress (total loss) – Evacuated	Fire
	Island Princess Princess	Collision with unmarked obstruction at Civitavecchia – 2 cruises cancelled	Collision
1998	Ecstasy (Carnival)	Fire in laundry room while leaving Miami – 54 injured and 4 hospitalized. Out for 2 months	Fire
	Rhapsody of the Seas	Hits pier in Curacao causing a 7 metre hole above water line --Repaired and continues	
1999	Enchantment of the Seas (RCCL)	Engine fire/failure 60 miles from St. Thomas – 6 next cruises cancelled	Fire
	Sun Vista (previously Meridien) (Sun)	Fire in engine room – Sinks off Malaysia. Large oil spill	Fire
	Norway (NCL)	Fire in turbocharger room while in Barcelona mid-cruise – This, and next 3, cruises cancelled	Fire
	SunCruz Casino Ship	Engine room fire before it left port – Evacuated	Fire

	Tropicale (Carnival)	Engine fire – Disabled. Arrives in port 2 days late – Cancels next 6 cruises.	Fire
	Norwegian Dream (NCL)	Collision with cargo ship in English Channel -- Out for 2 months	Collision
2000	Celebration (Carnival)	Fire in generator -- Adrift for 6 hrs until power restored. No toilets or air conditioning	Fire
	Carnival Destiny	Propulsion problems – Adrift for 27 hours	Collision
	Nieuw Amsterdam (HAL)	Fire in crew quarters while in Glacier Bay – Delayed 12 hrs until given clearance by US Coast Guard.	Fire
	Island Breeze (Premier)	Collision w/ tugboat -- damaged propeller; Tug sinks. 2 cruises cancelled	Collision
	Oriana (P&O)	18 hours into maiden voyage - problem with over heated propeller shaft; cruise cancelled	Propulsion
	Aurora (P&O)	Hit by 40 foot wave – smashed windows in 6 cabins; 20 cabins flooded. 6 injured. Delayed.	Rogue wave
	Grandeur of the Seas (RCI)	Loss of electrical power. Towed to port – 12 hours delayed	Power loss
	Sundream (Sun Cruises)	Failing generators; no a/c and limited power for 2 days	Power loss
	Ocean Explorer	Engine failure; world cruise ended	Propulsion
2001	Royal Princess (Princess Cruises)	Broke loose from mooring at Port Said; drifted into the path of a cargo ship.	Collision
	Norwegian Sky (NCL)	Autopilot malfunction causes roll – more than 70 injured, 16 hospitalized	List
	Norway (NCL)	Cruise cancelled because of safety violations – 106 leaks in fire sprinkler system	Safety
	Crown Princess (Princess Cruises)	Mechanical breakdown. Towed to Copenhagen. Delayed in Stockholm for 3 days	Propulsion
	Pacific Sky (P&O Australia)	Hits major storm – cuts and bruises – docks 36 hours late	Storm
	Radiance of the Seas (RCI)	Hit heavy seas – balcony cabins, Seaview and Windjammer cafes flooded	Storm
	Nordic Prince (RCI)	Engine room fire, loss of power. Passenger flown home from Bernuda.	Fire
	Bremen (Hapag Lloyd)	Hit by rogue wave – wheelhouse windows break and water enters bridge; detour to Montevideo for immediate repairs	Rogue wave
	Caledonian Star	Damaged by rogue wave – escorted to port by Argentinean Navy	Rogue Wave
	Sheltered Seas	Engine problems – passengers evacuated	Propulsion
	Arkona	Runs into dock after engine room fire causes loss of power – pax flown home	Fire
Asuka	Collision with cargo ship off coast of Kobe	Collision	
2002	Walrus (Asia market)	Collides with the Chinese cargo ship Wangtong 87, setting fire to the latter's wheelhouse. The captain of the cargo ship remained missing. The Walrus undamaged and returned to service. Foggy conditions.	Collision
	Oriana (P&O Cruises)	While crossing the North Pacific an auxiliary engine failed, causing the other three engines to stop. Ship drifted for two hours and proceeded at reduced speed after it was restored. Arrived in San Francisco two days later, only slightly later than scheduled.	Propulsion
	Disney Magic	Smoke stack fire; extinguished within an hour. Passengers were awakened at 5:00 AM and told to go to their assembly stations with their life jackets. Arrives at next destination 1.5 hours late.	Fire
	Carnival Spirit	Cruise cut short due to air conditioning problems -- 12 day cruise shortened to 9 days.	Misc
	Princess of Scandinavia	Cruise ferry with 758 pax and 126 crew has engine fire which spread to funnel. Fire extinguished after several hours. Plans for evacuation of ship canceled	Fire

	QE II (Cunard Line)	A large sea water leak was discovered in the aft engine room, caused by the perforation (by corrosion) of a sea water inlet pipe. The leak was stopped after several efforts (over 36 hours), but not before several hundred tones of sea water had to be pumped overboard so that workers could get at the leaking pipe in the engine room (which was submerged by water from the leak).	Safety
	Statendam (Holland America Line)	Five tug boats called to tow the ship back to Vancouver after a small fire in the ship's generator rooms knocked out four generator and the ship's two main propulsion motors. One generator continued to operate, so there were lights but no A/C. Incident happened when the ship was 24 miles from Vancouver, in Strait of Georgia (call for help came at 9 PM). Efforts to repair the problem took too long so the cruise was canceled. (The Canadian Coast Guard says there was a fire; HAL says that a breaker panel overheated and melted, tripping other generators and the propulsion system.)	Fire
	Ryndam (Holland America Line)	A generator stopped running while the ship was in the Lynn Canal (Alaska) causing it to lose power -- it lost all propulsion and was adrift for about 20 minutes (at 1:30 AM -- the water was too deep for the ship to drop anchor). Passengers awoke expecting to be in Glacier Bay but were instead at Auke Bay. Escorted by a tug, the ship docked to undergo a Coast Guard inspection. Cruise continued, but Glacier Bay replaced by Tracy Arm and Sawyer Glacier.	Power loss Adrift
	Radiance of the Seas (Royal Caribbean International)	USCG reports the ship experienced a three-minute power outage disabling the ship's steering and propulsion capability while in Frederick Sound (preparing to transit the Gataineau Channel en route to Juneau). RCI denies a power outage. They say a crew member accidentally turned off a hydraulic pump, causing a temporary loss of rudder control.	Power loss Adrift
	Brilliance of the Seas (Royal Caribbean International)	A propulsion problem required shutdown of the complete propulsion system at sea while technicians worked to repair it and as a result the stop at Saint John, New Brunswick cancelled. Given that the problem could not be repaired at sea, the starboard system was restarted and the ship proceeded to Portland, Maine at reduced speed. Two experts from RCI and three from the manufacturer in Europe met the ship and began work to correct the problem. The stop at Portland was longer than planned, but the problem was fixed and the cruise ended in Boston on schedule.	Propulsion
	Olivia (Ukrainian-registered)	With 650 passengers onboard, the ship was detained for a full day by the New Zealand Marine Safety Authority. Safety inspectors found problems with an emergency pump and with equipment that separates oil from water in the ship's bilges. A full audit will be undertaken when the ship arrives in Sydney, Australia.	Safety
2003	Wind Spirit (Windstar Cruises)	Reported on "Cruise Critic" by a passenger that the ship experienced engine problems and generator problems that left it adrift for a night and part of a day. The ship made it back to Torotola and underwent necessary repairs.	Power loss Adrift
	Stena Europe (Stena Line)	The Irish Coast Guard was called to assist when the ferry Stena Europe lost all power with 155 passengers and 65 crew aboard. The ship was adrift for three hours in winds of 35-45 knots.	Power loss Adrift
	Explorer of the Seas (Royal Caribbean International)	A cleaning crew discovered a minor fire at the aft end of Deck 13. The fire was extinguished 13 minutes later, causing damage to the inline skating facility and the top of the waterslide on Deck 12. Those facilities will be closed for repair.	Fire
	Marco Polo (Orient Lines)	After being pushed by wind on to shallow waters while in the South Shetland Islands, the hull of the ship was found to have three cracks (4, 3, and 1.7 meters long by 2 centimeters wide). Eight millimeter thick plates were welded over the cracks at Ushuaia and the ship continued on its cruise.	Cracked hull
	Radiance of the Seas (RCII)	Ship struck by strong winds as it crossed a squall line and briefly went into a seven degree list (tilt). No injuries.	List
	Star Flyer (Star Clippers)	Ship sustained minimal damage and a small section of the wharf collapsed at Port Klang, Malaysia after it collided with the wharf.	Collision
	Carnival Conquest (CCL)	The USCG plans to board the ship to investigate a sharp roll that sent passengers running for life vests, and glass crashing to decks. Many passengers believe the ship	List

		tilted abruptly from one side to the other early on the morning to avoid colliding with another vessel. Seven passengers reported to a newspaper in New Orleans that they saw the lights of another vessel silhouetted in thick fog less than 200 yards from the ship. CCL blamed the sudden list on a strong gust of wind that broadsided the ship as it turned into the shipping channel bound for Gulfport, Miss.	
	Ryndam (Holland America Line)	"The ship listed to the port side around 6:30 PM and caused injuries to passengers and crew. Furniture went flying, dishes broke, glasses destroyed. The pool emptied down the elevator shafts, and put elevators on the port side out of commission for four days. They explained the incident as a mechanical failure from going from manual to automatic pilot." -- Passenger account	List
	Pacific Sky (P&O Australia)	The ship had to turn back to Auckland on an 11 day cruise to Fiji that began March 12. The ship took on 17 tonnes of water after it sprang a leak through cracked and corroded plating on the side of the 19-year-old ship. Cracks in the same area had reportedly been repaired prior to the ship's departure from Auckland. Cruise cancelled. Associated Press reported that the ship has been impounded because safety inspectors found serious rust in its hull	Cracked hull
	Norway (Norwegian Cruise Line)	A boiler room explosion killed eight crew members and injured a dozen others. No passengers were injured. The ship had arrived at the Port of Miami around 5 a.m. The fire began at 6:30; it was caused by a steam leak.	Explosion
	Brilliance of the Seas (Royal Caribbean International)	While cruising between Corfu and Civitavecchia, the ship was hit by a storm -- the ship twice listed hard to the port side .. approximately 13.6 degrees. One passenger was injured; most were "awake" and not able to return to sleep. After daybreak the ship had a power blackout that lasted several hours.	Storm/List
	Norwegian Crown (NCL)	Sustained damage to the port side propeller when it came into contact with a fishing net while sailing from Quebec City to Boston. The ship will be delayed one day.	Propulsion
	Melody (MSC)	Ship ran into the pier at Kusadasi harbour. Ship had to wait several days for repairs to be completed.	Collision
	Opera (Silja Line)	Collided with several ships and a crane at St. Petersburg. Damage not sufficient to delay itinerary.	Collision
	Sundream (Sun Cruises)	As the ship was being guided into the dock at La Gomera, it collided with the pier. It required repairs at Tenerife and returned early to Southampton. The following cruise was also shortened (to accommodate time needed for repairs).	Collision
	Opera (Silja Line)	The Silja Opera, a cruise ship sailing under a Swedish flag, collided with a Yermak icebreaker stationed at the exit of a St. Petersburg port on Wednesday. The Silja Opera's lifeboats were damaged but the ship remained capable of traveling.	Collision
	Royal Princess (Princess Cruises)	A passenger report indicates that the ship collided with the pier when it was docking, causing an 8 foot rent in the bow of the vessel and delaying its departure until repairs were completed. Mykonos was skipped as a result; Rhodes was missed earlier in the cruise because of sea conditions.	Collision
2004	Majesty of the Seas (Royal Caribbean International)	Passengers were directed to stay at their muster stations for 24 minutes when a galley fire broke out at 5 AM in the Windjammer Cafe. The fire was extinguished in 21 minutes and there were no injuries. The ship will continue on its itinerary, but the Windjammer Cafe will be closed.	Fire
	Stena Nautica (Stena Line)	The passenger ferry collided with a cargo ship (the Jamaican registered Joanna) en route from Denmark to Varberg in Sweden. 91 passengers and 37 crew were evacuated to another ship in the area at the time. The collision caused an 11-metre hole in the ship's hull.	Collision
	Black Prince (Fred Olsen Cruise Line)	One of the ship's two main engines broke down on its transatlantic crossing. The March 11th cruise ended on March 29, and the following cruise is also cancelled. The ship will re-enter service April 27.	Propulsion
	Norwegian Star (Norwegian Cruise Line)	Because of damage to the forward thrust bearing in the ship's Azipod system, stops at Fanning Island have been cancelled for cruises through April 25. The ship will then enter drydock one week early.	Propulsion

Diamond Princess (Princess Cruises)	The ship was 5 hours late in its return to Los Angeles on the 3 - 10 April 2004 Mexican Riviera cruise because of "technical difficulties.". The rumor onboard was that the ship had blown an engine. On the cruise before this one, there were three power failures (none longer than 5 minutes) and there had been a water main break in a public washroom.	Power loss
Black Prince (Fred Olsen Cruises)	Enroute to her first journey after engine repairs, the ship broke down just off Southampton docks. 412 passengers waiting to take a mini-cruise to Ireland and the Channel Islands had to wait until evening for the ship's arrival, which had been left without power.	Power loss
Norwegian Crown (Norwegian Cruise Line)	Fuel fumes filled 50 cabins as a result of a hole in a ventilation duct in the air conditioning system, and there were reportedly power outages. Passengers were promised full refunds by the Captain onboard, but news reports indicate the company reneged.	Power loss
American Glory (American Cruise Lines)	The ship destroyed a 40 foot section of the Downtown Marina dock in Beaufort, SC (and damaged two yachts) when a strong current and tide combination forced the stern into the pier. One of the cruise ship's doors was damaged and two windows shattered	Collision
Sun Cruz V (Sun Cruz Casino Boat)	An engine room fire was extinguished and no one was injured after the ship caught fire with 160 passengers onboard (560 capacity) when it was 3 miles (30 minutes) south of Port Everglades. It was towed back to Port Everglades two hours later.	Fire
Diamond Princess (Princess Cruises)	High winds pushed the ship into a pier at Victoria, BC, when it tried to dock. "You could hear the scraping and crunching," said one witness. The ship aborted the docking operation until winds subsided. Damage was minor, except for bent propeller blade tips, which caused altered itineraries and missed ports subsequently.	Collision
Caronia (P&O Cruises)	A passenger reported the ship " <i>suffered a total power failure following a leak from a swimming pool that took out the main electric board. Drifted for approximately 2 hours before partial power restored. Incident caused delay resulting in revised itinerary. No reports of injury (well none mentioned to passengers).</i> "	Power loss
Carnival Destiny (Carnival Cruise Line)	A passenger reported that " <i>the ship broke down while cruising from St. Thomas to Dominica. We were delayed 3.5 hours. Also, while docked at St. Thomas there was a fire in one of trash incinerators. Passengers were delayed 45 minutes to board. There was no cause given as to why the fire started.</i> "	Power loss Fire
Viking Europe (Viking River Cruises)	The river cruise ship (135 passengers; 39 crew) hit a bridge in Vienna, injuring 19 people. Injuries were minor -- mainly scrapes and bruises. The ship was still function and the damage to the bridge was slight.	Collision
Van Gogh (<u>Travelscope</u>)	The 500 passenger ship collided with an oil tanker in foggy conditions off the southern coast of Spain. The Van Gogh had just left the port at Gibraltar when it collided with the Greek-registered Spetses tanker carrying 140,000 tons of crude, off the Bay of Algeciras. There was no report of injuries or spill of oil. The Van Gogh returned to Gibraltar and passengers were flown home.	Collision
Rotterdam (Holland America Line)	Ambulances greeted the ship in Halifax after passengers and crew endured a harrowing encounter with monster waves generated by hurricane Karl in the North Atlantic. About a dozen passengers were taken to hospital with suspected fractures and severe bruising. 90 people (including 5 crew) reported some minor injury. Ship lost power and for 3.5 hours was tossed around in high waves and in total darkness.	Storm Injuries
Pacific Sky (P&O Australia)	The ship was taking on passengers when the engines' water intake became clogged with jellyfish and the engines automatically shut down. The ship was waiting for delivery of 60 tons of water before the engines could be restarted. It was expected to depart from Brisbane the next morning, 15 hours late.	Mechanical
Holiday (Carnival Cruise Line)	The ship lost engine power and collided with some pilings along the Mobile River before dawn. As the ship made a turn to head back to its berth at the new cruise terminal, its starboard engine and bow thruster died. Despite being assisted by a tugboat, it collided bow-on with pilings. It eventually regained power and slipped into its berth.	Power loss Collision

	Enchantment of the Seas (RCI)	While docked at Key West, struck by a barge leaving a 8 foot hole in the vessel's hull. There is a 50 foot long mark down the side of the ship. No one was injured and the ship is expected to be repaired and depart from Key West as scheduled.	Collision
	Pacific Sky (P&O Australia)	The ship turned back to Brisbane from a 12 day South Pacific cruise after it developed engine problems that prevented it from operating at full speed. The departure of the cruise had been delayed for more than a day after it was discovered the ship had a faulty boiler, and was further delayed to repair a damaged gearbox in the starboard engine. The problem causing the ship to abort the cruise was also with the starboard engine.	Mechanical
2005	QEII (Cunard Line)	According to passengers aboard QE2, the liner lost power in the early hours of New Year's Day while on her Christmas Cruise. Without power there is no propulsion, ventilation, lighting or water. Apparently, the ship drifted in this state for about an hour before power was restored.	Power loss
	Aurora (P&O Cruises)	Since limping back to port on Sunday at the end of the previous cruise the ship has remained in Southampton rather than embarking on its 103-day round-the-world cruise. Repairs were undertaken and there is hope the ship would depart by Tuesday of the following week. It departed on Wednesday but engine problems returned. The cruise was canceled.	Mechanical
	Seven Seas Navigator (Radisson Seven Seas Cruises)	A small electrical fire broke out in the generator room at about 1 AM burning some electrical cables to the No. 2 generator and damaging the cables to the control system of the No. 1 generator. The combined damage caused a temporary blackout. Power was restored on a shaft generator from the main engines so the ship is running at lower than normal speeds and is expected back in Fort Lauderdale Tuesday evening, instead of Tuesday morning. The following week-long cruise has been canceled. According to passengers, efforts at compensation for the final days' disappointments fell short of expectations. .	Fire
	M/V Explorer (Semester at Sea)	The Explorer (former Olympia Explorer) lost power in three of its four engines when a 50-foot wave broke bridge windows, damaged controls and injured two crew members. The ship was 650 miles south of Adak in Alaska's Aleutian Islands -- about 1300 miles southwest of Anchorage. Crew members were able to start a second engine and the ship "limped" to Honolulu for needed repairs.	Power loss
	Infinity (Celebrity Cruises)	From a passenger: There was a fire in stateroom 7067 that gutted the place – scary for a fire at sea.	Fire
	Grand Voyager (Iberojet Cruises)	The ship sailed through a storm with 15 metre seas and gale force 11 winds while some 60 miles off Palma, Majorca at approximately 0900 CET this morning. A huge wave breached a bridge window, resulting in damage to electrical control systems, a temporary loss of propulsion, and loss of all communications. A distress call was issued. Twenty passengers reported minor injuries (including eight with broken bones) and are being treated by on-board medical facilities, though no reported life threatening conditions. Power was restored after several hours and one of the four engines was also restored. The vessel is proceeding to the port of Cagliari, Sardinia where she arrived early the following morning. According to Iberojet, there are 477 passengers and 313 crew members onboard; according to V Ships the numbers are 480 and 296 respectively. <i>It was like being on a rollercoaster," one Spanish passenger told local media. "I thought the television in my cabin was anchored down and instead I saw it go flying and slam into the wall.</i>	Storm Power loss
	Pacific Sky (P&O Australia)	The ship was forced to abort a cruise 6 days into a 12 day cruise because of mechanical problems with the ship's starboard gearbox. Passengers were offloaded in Noumea and flown back to Brisbane by charter flight.	Mechanical
	Sapphire Princess (P&O Australia/ Princess Cruises)	The ship is "limping" to Malaysia after a malfunction in an engine turbine between Darwin and Indonesia on Tuesday -- a scheduled stop in Bali was canceled in order that the ship arrive in Thailand on time. P&O Cruises spokesman John Richardson said crew members were having trouble starting one of the gas turbines used to boost the ship's speed from 17 to 22 knots. "The gas turbines operate separately to	Mechanical

	the diesel engine, which is fine, and they allow the boat to perform high speeds." A technician is due to join the boat in Singapore on Tuesday morning. The 19-day cruise began on March 9th in Sydney.	
River Duchess (Uniworld)	The ship crashed into a dockside restaurant in Amsterdam on Sunday. Police said the ship — owned by US firm Uniworld — went off course due to technical reasons. It could not go into reverse and smashed into a dock, destroying a terrace and part of the restaurant. About 20 people were seated on the terrace when the accident occurred. A young girl was treated in hospital with head wounds after she fell trying to escape. Two people on the boat were injured. Work was needed to strengthen the restaurant's foundations due to the danger of collapse and will remain temporarily closed. The 110m ship was also severely damaged in the incident.	Collision
Maasdam (Holland America Line)	From a passenger onboard: Start of the cruise was delayed after the ship arrived 8 hours late into Norfolk, VA on April 10th -- it had engine problems and encountered heavy weather. The current cruise will skip Half Moon Cay to make up time, and because of engine problems also skipped San Juan. Passengers were given an onboard credit of \$100 plus 20% off a future cruise, although after complaining some (but not all) passengers received credits of larger amounts (as high as \$400).	Mechanical
Norwegian Dawn (Norwegian Cruise Line)	The ship was struck by a 70 foot wave enroute from the Bahamas to New York. The wave knocked out windows in two passenger cabins and on the navigation bridge and damaged the ships hull -- the frame beneath the spare anchor was bent by the force of the anchor hitting the flat deck during the heavy seas. Four passengers were hurt, mainly by cuts from broken glass, and treated at the ship's infirmary. Two cabins were flooded and 60 others were damaged by water seeping from those where the windows broke out. The ship was diverted to Charleston, SC for repairs and continued to New York, arriving one day later than scheduled. Some 300 passengers chose to be flown home from Charleston rather than continuing on the ship. The following 7 day cruise was revised to 6 days.	Storm Damaged
Grandeur of the Seas (Royal Caribbean International)	The ship struck the pier in Costa Maya, Mexico, while docking causing a football-shaped puncture in the bow, on its starboard side, that was approximately 42 feet long and 5 feet wide at its widest point. The puncture was in the first deck, approximately five feet above the waterline. The company said 15-knot winds and a 3-knot current contributed to the incident. There were no injuries. Departure was delayed so guests were given the choice of flying home by charter aircraft or remaining onboard and arriving home two days later than planned -- all guests received a \$250 per-stateroom onboard credit. The following 7-day cruise was shortened to 5 days and guests on that cruise were given the option to cancel and receive a full refund or to take the revised itinerary and receive a \$300 per-stateroom onboard credit.	Collision
Norwegian Majesty (Norwegian Cruise Line)	As the ship moored at St. George's, Bermuda, it knocked into three yachts moored in Powder Hall anchorage and almost sucked one yacht under – as its passengers screamed for help on the radio. There were no known injuries, but the ship's propeller appears to have been damaged. See Royal Gazette .	Collision
Thomson Celebration (Thomson Cruises)	Cruise canceled and 600 passengers flown home after the plumbing in 250 cabins failed. The 21-year-old ship left Southampton on May 8 for a 14-night cruise but major problems with a pump was discovered three days later, making some cabins and public toilets unusable.	Plumbing
Summit (Celebrity Cruises)	In order to replace a radial-bearing unit that is showing premature wear in the ship's starboard propulsion system, the May 27 cruise is being shortened by one day (meaning the stop in Ketchikan is dropped) and the June 3 cruise is cancelled. Passengers affected appear to have been generously compensated.	Propulsion
Carnival Destiny (Carnival Cruise Lines)	The ship lost power and propulsion at 7AM -- it was dead in the water for 8 hours and without electricity and air conditioning for about two hours. The engines were finally operational at 3 PM and the ship headed to St. Lucia, skipping Aruba.	Propulsion Adrift
Carnival Spirit (CCL)	Passengers were told at 6 AM the first morning after embarkation that the ship had engine problems and would be missing three points on the itinerary: Prince William	Propulsion

	Sound. College Fjord, and Sitka; its stop in Ketchikan was cut short. A passenger posted the following at Cruise Critic and clarified the nature of the problem: <i>The ship starboard side propeller hit an iceberg or ice on the northbound trip which departed Vancouver. The damage was bad enough that it bent one of the propellers. Because of this damage, the ship could not use the engine and therefore could not reach the required speed to visit the missed ports. Also the damaged propeller caused a large amount of vibration which was noticeable when we attended dinner the second night. When we arrived in Juneau, Carnival had divers waiting to correct the problem.</i>	
Norwegian Dawn (Norwegian Cruise Line)	The ship was re-routed after Great Stirrup Cay due to engine problems -- it is running on only one azipod prop. The port of Nassau was canceled so the cruise can end on-time in NYC.	Propulsion
Carnival Legend (Carnival Cruise Lines)	From a passenger just back: <i>Just out of Tortola, heading for NYC on Wed July 13. 5:10 pm, "computer glitch" causes hard left turn, that combined with a strong wind off the starboard side, results in a 14 degree list causing injuries and damage. We were on port side, on balcony, and felt like the ship was going to turn over; pool water, and debris streamed past our window. Crew members said they had NEVER experienced a list of that degree.</i>	List
Norwegian Spirit (Norwegian Cruise Line)	A passenger reports the ship collided with the pier as it docked at Juneau, breaking out windows in 3 or 4 rooms and making a large dent in the side. Passengers in the room affected were relocated to other accommodations because of the damage, and were given both an onboard credit and a discount on a future cruise.	Collision
Grandeur of the Seas (Royal Caribbean International)	The ship developed engine problems and returned to Baltimore four hours later than scheduled. Its departure was also delayed. According to a poster at Cruise Critic the ship can only go 18 knots as opposed to 22 meaning it won't get to Bermuda until Tuesday at 5 pm and then it has to leave Wednesday at noon.	Propulsion
Norwegian Dream (Norwegian Cruise Line)	Engine problems continue with the ship (see July 4) though an additional "technical issue with one of the engines" caused the current cruise to end 6 hours late (many pax missed flights, had to stay overnight, and scramble for flights on Friday). Returning passengers told of limping into Seattle on a failed engine and of missing out "on major, picturesque stops." The cruise beginning today as well will visit four ports rather than six (missing Sitka and Ketchikan). Of the ship's four engines, two are under repair and two are working -- the delay presumably was caused by a problem with one of the working engines. Passengers were assured that the problem only affects speed and not safety.	Mechanical
Norwegian Star (Norwegian Cruise Line)	Apparently because of propulsion problems this "Glacier Bay Cruise" skipped Glacier Bay and substituted in its place a port call at Sitka. Passengers were compensated with a \$200 onboard credit. As stated by one passenger, "we picked this cruise for Glacier Bay; the cruise was more expensive BECAUSE of the cruise through Glacier Bay; and the cruise is called a GLACIER BAY CRUISE in advertising and agenda."	Propulsion
Carnival Legend (Carnival Cruise Line)	FROM A PASSENGER: <i>Around 10PM we looked out of our balcony, on the starboard side on deck 7, and saw heavy, heavy smoke coming from the lower levels towards the front of the ship. Although I did never actually see flames, there were extremely bright flickering lights coming from the same place. Within minutes, there was an announcement for everyone to proceed to the upper, open decks. The late show had to be evacuated ... and people who's room was in that area said their rooms and hallways were filled with thick white smoke. The Cruise Director announced "there was a problem in the engine room and that something had overheated". Later it was an "oily substance". All I can tell you for sure was that it was heavy smoke. People had their life jackets on, very unsettling. This lasted over an hour. No real explanation and of course no compensation.</i>	Fire?
Explorer of the Seas (RCI)	Posted at Cruise Critic : <i>After we left Miami on Sunday, at about 10pm, we felt a loud noise, like an explosion, and. the ship tilted to one side ... It went like that for about 10 minutes, I was in the Aquarium Bar , and the water from the aquarium</i>	Mechanical?

	<i>started coming out from the top of the aquarium in the side that we were leaning to. Anything that was not tied down fell on the floor, including many bottles and stuff in the gift shop. We asked around but the answers we got made no sense. Scary, scary, scary. The incident appears to have been caused by a stabilizer being retracted at a faster than normal rate.</i>	
Caribbean Princess (Princess Cruises)	Posted at Cruise Critic : <i>Yesterday in St. Maarten we had some kind of power loss on the ship. When we embarked from St. Maarten none of the elevators were working. Capt announced the engineers were working on fixing the problem. I have an aft balcony and can watch the wake as we leave - as we were leaving the engines did not sound right. Then the capt announces that we would be leaving the harbor and doing some maneuvers (360's) so the engineers can make sure everything was online. All nite it seemed we not were sailing as fast as we had been. Sure enough - today they announced that there were engine problems and we would NOT be stopping at Princess Cay.</i>	Power loss
Pride of America (NCL America)	From a passenger: <i>We sailed on the Pride of America on 7/23/05, and experienced "engine problems" that caused late arrival into Hilo by 4 hours and to leave Kauai early on the last day by 4 hours. This has been an on going policy of NCL since that time ... No evening sailing past Mt.Kilauea and leaving Kauai early.</i>	Propulsion
Norwegian Jewel (Norwegian Cruise Line)	There are reports the ship lost power as a result of problems with the port-side azipod on Monday while leaving St. Petersburg . The ship was assisted by Finnish tugs to reach the next port (Tallinn, Estonia), arriving 5 hours late; it is expected to depart 3 hours later than scheduled	Power loss
Costa Classica (Costa Cruises)	Escorted back to Athen's main harbour after a fire broke out as it sailed through the western Aegean Sea off the island of Poros. The fire broke out in a mooring area on the aft side of the ship at 9:30 a.m. and extinguished 35 minutes later. There were no injuries but a kitchen area was damaged so the cruise was canceled.	Fire
Empress of the Seas (Royal Caribbean International)	The ship experienced engine problems en route to Key West where temporary repairs were made. The ship was then re-routed from a Mexican cruise to a cruise to the Bahamas where more repairs could be made.	Mechanical
Grand Princess (Princess Cruises)	Reportedly suffered engine problems while sailing in the Eastern Mediterranean en route to Istanbul. It missed its scheduled calls at Istanbul and Kusadasi, stopping instead at Samos and arriving in Piraeus (Athens) yesterday. Repairs are expected to be completed on Sunday when passengers embark/disembark in Venice. Subsequently reported that repairs were not completed while the ship was in Venice and the ship is operating at decreased speed. Time of stay has been shortened in several ports (Dubrovnik, Corfu, Katakolon, and Mykonos) but the ship is otherwise expected to stick to the published itinerary.	Propulsion
Oltenita (Danube Black Sea Shipping)	A fire broke out on the river cruise ship while on the Danube near the Slovak capital of Bratislava. All 77 tourists from Denmark, Norway, and Belgium evacuated safely. 43 Romanian crew also escaped, though one crew member (a singer in the band) was missing and feared dead.	Fire
Norwegian Dream (Norwegian Cruise Line)	The ship is expected to arrive 5 hours late from its current cruise because of mechanical problems. There are reports that itinerary changes will be made and continue until repairs are made.	Mechanical
Salam 95	This Egyptian cruise ship carrying 1300 Muslim pilgrims collided with a Cypriot cargo ship at the southern entrance of the Suez Canal. The cargo ship gouged a five metre diameter hole in its side into which sea water flooded into its engine room. 22 people were injured and taken to hospital.	Collision
Sun Princess (Princess Cruises)	A power outage while docked at St. Thomas, USVI, left passengers mostly in the dark for more than 2 hours in the evening. Backup generators provided limited power. Power was restored and the ship left port two hours later than scheduled.	Power loss
Norwegian Star (Norwegian Cruise Line)	The itinerary for Mexican Riviera cruises have been revised because of damaged forward thrust bearings of the ship's azipod propulsion system. The old itinerary included port calls to Acapulco (13.5 hours), Zihuatanejo/Ixtapa (7 hours), Puerto Vallarta (8 hours), and Cabo San Lucas (8 hours; now it is Manzanillo (8 hours),	Propulsion

		Puerto Vallarta (11 hours), Mazatlan (10 hours), and Cabo San Lucas (7 hours). These changes will continue until the ship enters drydock four months from now.	
	Funchal (Classic International Cruises)	The ship has been stuck in Safaga (Egypt) for the past week while repairs are made to the port main engine. The ship departed Piraeus on November 15 and was expected to arrive in Freemantle (Australia) on December 17. Whether the ship will arrive in time for its next cruise, a 36-night return voyage to the UK, will be known in several days after repairs are complete. Passengers were given the option to remain onboard during the repairs (including complimentary shore excursions, a A\$200 per person bar credit, and a 70% cruise fare refund); some took the cruise line's offer to be flown home.	Mechanical
2006	Queen Mary 2 (Cunard Line)	The ship returned to Fort Lauderdale shortly after leaving port for a 38-day trip around South America and ending in San Francisco. The ship departed shortly after 1 PM but soon returned because something felt wrong with one of the azipods (propulsion units). An investigation revealed that the ship touched some sort of submerged object and one of the four motor pods was damaged. The ship left 41 hours later than its initial departure and will operate on 3 rather than 4 motors (meaning reduced speeds).	Propulsion
	Norwegian Spirit (Norwegian Cruise Line)	Both WABC and WCBS reported that passengers returning from a southern Caribbean cruise complained about heavy seas and a series of high waves -- some as high as 50 feet -- during the leg from Tortola to New York. Several windows were smashed and 11 cabins were flooded. Passengers had to be relocated and those in cabins most effected were offered a free cruise in the future, if they want it. Here is a QuickTime video (9 MB, so slow to load) of the seas taken an hour before waves broke through that cabin's window.	Storm damage
	Monarch of the Seas (Royal Caribbean International)	At least 10 suites on deck 10 were flooded from a broken pool pipe -- carpet had to be replaced in rooms and in hallway; passengers given \$150 each onboard credit. According to a passenger: <i>"Huge mess! ... Loud air movers blowing all weekend. Some very pissed off passengers."</i> According to another passenger: <i>"the pool pipe emptied into the 3rd floor Claude's Dinning Room about 10 feet from our table and we were chased out of the dinning hall and had only JUST finished dinner. The people who had water in their cabins said they were moved from that cabin to another, then again and not back to the original cabin. For being flooded out of our dining room we received a plate of frozen "candies" and an apology letter."</i>	Broken pipe
	Grand Princess (Princess Cruises)	Two hours after leaving Galveston, a passenger suffered a heart attack and required urgent onshore medical attention. The ship made a sharp turn while traveling at 21 knots, causing 18.5 degree list (at 24 degrees the ship would be in trouble) which resulted in glassware, dishes, ornaments, and numerous objects sliding off tables in the dining room and shelves in shops. Twenty-seven passengers and ten crew suffered injuries, mainly cuts and bruises (including some who were injured when TVs in their rooms slid off shelves -- reportedly, 82 television sets were destroyed by the list). According to Princess, the vessel experienced a "roll greater than normal" during the execution of the turn. The ship was met by the Coast Guard eight miles offshore to transfer the sick (reportedly dead) passenger from the ship. An injured crew member was also taken off the ship by stretcher. Unconfirmed reports were that 300+ passengers left the ship at its first stop, in Costa Maya	List
	Vision of the Seas (Royal Caribbean International)	The cruise beginning February 19th will be delayed a day and Mazatlan is dropped as a port of call. This is in order to repair a short circuit in the starboard propulsion motor. The problem causes the ship to travel at slower speeds and first occurred on February 9 when the ship was maneuvering to dock in Puerto Vallarta. The ship returned to LA from that cruise several hours late; the following cruise skipped Puerto Vallarta.	Propulsion
	Pacific Sky (P&O Australia)	Five hours after leaving Singapore the ship experienced engine problems, came to a shuddering halt, and sat anchored in the Malacca Strait for 30 hours while crew tried to fix the problem. The cruise finally resumed on one engine and the ship is en route to Port Kelang (Malaysia) for repairs, expecting to arrive Monday night	Mechanical

	(missing the first port: Malacca). Ironically, some passengers were on this cruise as a "freebie" as compensation for a previous cruise that experienced problems. Repairs were completed while passengers were offered complimentary trips to Kuala Lumpur. The ship was expected to leave Tuesday evening and continue a revised voyage at reduced speed, omitting Phuket and arriving in Singapore as scheduled on March 11	
Carnival Destiny (Carnival Cruise Lines)	According to a message at Cruise Critic , the ship was supposed to dock at 7 AM today in San Juan but was slowed because of a propulsion problem (a propeller had been damaged). It finally docked at 4PM; passengers were still disembarking at 1 AM. Many had waited for hours for Carnival to find them hotel rooms because the delayed arrival meant missed flights. Embarking passengers were still boarding at 2 AM. The following cruise (19-26 March) was apparently still plagued with propulsion problems. One passenger writes: <i>"We arrived at all ports late and left all early. For instance we were supposed to leave Aruba at 10PM but left before 7PM. Cut down time on all our shore excursions. No on the ship would confirm anything. They knocked \$25/pp off everyone's bill and gave out free drinks for 2 hours toward the end of the trip. Very disappointed."</i>	Propulsion
Carnival Liberty (Carnival Cruise Lines)	There was a complete power failure that lasted approximately 1 hours (10 - 11PM) and it was another hour or so before everything appeared "back to normal". Passengers report on this at Cruise Critic .	Power loss
Star Princess (Princess Cruises)	At approximately 3:10 AM, as the ship was en route from Grand Cayman to Montego Bay, a fire broke out in the passenger accommodations, and spread to adjacent cabins. About 150 cabins were damaged by the fire which may have been started by a cigarette. Passengers were immediately notified of the fire using the public address system and requested to report to their muster stations. The company confirmed that one passenger had died following a cardiac arrest, two passengers had significant smoke inhalation injuries and nine passengers with had minor complications resulting from smoke inhalation. The fire was extinguished, and the ship proceeded to Montego Bay which it reach around noon. Passengers in the cabins affected by the fire were provided hotel rooms ashore in Montego Bay; other passengers remained on the ship until their flights home were arranged. The cruise began March 19 in Fort Lauderdale. All cruises are cancelled until May 15th.	Fire
Sensation (Carnival Cruise Lines)	Coast Guard inspectors detained the ship at Port Canaveral until the captain and crew could fix violations related to the ship's fire-control systems. The ship was supposed to set sail at 4 p.m. on a four-day voyage to the Bahamas, but will be delayed until late in the evening. Inspectors found deficiencies in fire-safety systems, specifically some fire screen doors, fire station valves - which are like a fire hydrant - and watertight doors. Repairs were made and the ship finally left more than 6 hours late. There were apparently problems on the cruise, and 8 passengers were forcibly evicted from ship when in the Bahamas.	Safety
Seabourn Pride (Seabourn Cruises)	The transatlantic cruise ending today in Lisbon arrived several hours late -- the delay was explained as the result of heavy weather and a fault with the exhaust system which is needing repairs. But a passenger reports meeting someone who said those crossing the Atlantic were lucky to escape with their lives as there had been a fire in the engine room on the 3rd day as well as an encounter with a rogue wave. The fire was apparently very bad and there was lots of smoke although it was put out within 15 minutes so pax weren't called to the lifeboats. Interestingly, the ship moored on the port side in Lisbon to hide the large mark on the side where all the paint was burned away. The captain also moored like this in Madeira but once the passengers got into town the large patch of rust was there for all to see & comment on.	Fire?
Zuiderdam (Holland America Line)	The ship lost all power and was adrift for about an hour (midnight to 1 AM) while between St. Thomas and Tortola.	Power loss

Rhapsody of the Seas (RCI)	A passenger reports that about 8:45 PM the ship listed 10 degrees. According to the Captain it was due to a malfunction with the stabilizing mechanism. The sudden list caused the water to dump out of the pool on the top decks, dishes to crash to the ground in the dining room, the quarters to spill out of the machines in the Casino, liquor in the shops to come crashing and spilling as it streamed all over the deck floor, and items in the stateroom were thrown about. We rocked back and forth 4 times until the captain stabilized the boat. You could tell by the dining staff's faces that this was an unusual event. (Note that a similar event occurred December 17, 2005)	List
Mercury (Celebrity Cruises)	From a passenger: <i>On the 4/28-5/8 2006 sailing from San Diego to Mex. Rivera the ship missed Mazatlan due to a partial breakdown of main bearings in one of the propeller shafts. Went from Cabo San Lucas to Acapulco in order to effect repairs. The engineering staff said considerably abnormal levels of metal shavings were noted in the bearing packs indicating an imminent breakdown. A \$25/person credit was issued for missing Mazatlan -- we spent 2 days in Acapulco instead of one.</i>	Propulsion
Calypso (Louis Cruise Lines)	A "Mayday" was sent out saying the 39-year-old ship had ship was on fire, 15 miles off Beachy Head on UK coast. The fire broke out in the early hours in the starboard engine -- it was extinguished by 6AM. Passengers (462) and crew (246) were at muster stations in the lifeboats, but an evacuation was not necessary. The ship was towed to Southampton and passengers disembarked.	Fire
Summit (Celebrity Cruises)	Irate passengers planned protests over skipped ports after propeller troubles caused calls at Seattle and Sitka, Alaska to be cancelled. Passengers criticized Celebrity for failing to disclose mechanical problems before the Summit left California May 7 on the 13 night cruise. A cruise line spokesman said the problem was not confirmed until the ship left port. Political Gateway reports: <i>"There's a lot of pissed-off people here from Australia and Germany and other places who wanted to see Seattle,"</i> Vancouver passenger Patrick Regan told the Seattle Times. <i>"Greetings from the prison ship,"</i> Dr. Ira Goodkofsky of Sherman Oaks, Calif., wrote his daughter in an e-mail. <i>"We are literally being held captive on this ship ."</i> Goodkofsky said a "huge group" of passengers planned a casino sit-in to protest, the newspaper reported. The cruise line denied it was holding passengers hostage, said most were understanding of the situation and all had been refunded \$200.	Propulsion
Vistamar (Plantours & Partners)	The ship was impounded on the River Thames in London because of serious safety deficiencies. The Marine & Coastguard Agency cited safety abuses including inoperable lifeboats.	Safety
River Empress (Uniworld)	The river boat hit a bridge on the Danube near Melk at 6 AM. People were tossed out of beds and the dining room was wrecked. All passengers (111) were evacuated from the boat and continued their trip by bus to Vienna and Budapest. Several people were injured and sent to hospitals	Collision
Seabourn Pride (Seabourn Cruises)	A passenger has posted the following at Cruise Critic -- the ship is on a 14 day cruise from London to Copenhagen, ending June 17th: It has been a very good cruise in general, but we have seen no sun since our magnificent departure through Tower Bridge in London. Right now we are going through very heavy seas on our way to Bergen. Last night there was a considerable amount of water damage on board. The forward suites had broken windows and flooding. We are in a French balcony suite on deck 6 and had water cascading down the inside of our sealed French doors from the deck above. That water damaged the wiring that controls the automatic locking of the french doors by the captain. Earlier this morning the captain announced there was substantial damage but did not mention whether anyone has been hurt.	Storm
Statendam (Holland America Line)	<i>At approx. 5:30 AM the fire alarm (5 short blasts) went off. The fire was contained in the "stack of the incinerator that burns garbage", and a fire crew was kept standing by to make sure it didn't flare up. I was partially awake, therefore being able to hear the alarm. But most of our fellow cruisers did not hear the alarm. A "survey" was taken later that day asking the question about the speakers in the</i>	Fire

	<i>staterooms, etc. When I asked fellow cruisers, I found out that like in my room, the "speakers" were not operational. The captain thanked those who responded to the survey, but nothing was done to correct any of the speakers, and even to the end of the cruise, announcements were barely audible unless you opened the cabin doors. We also had an outbreak of norovirus on board -- at the completion of our cruise we were told we had to vacate our staterooms by 8:00 am so the ship could have a "deep sanitization" done. We were told by our dining room head waiter that about 30-35 people had come down with it.</i>	
Costa Allegra (Costa Crociere)	The ship's maiden voyage (July 8 -12) from Shanghai (as a home port) received widespread passenger complaints. The ship twice lost power for 30 minutes or so (shortly after leaving Shanghai and again on its return). It also was scheduled to visit Jeju Island of South Korea but bad weather caused Jeju to be replaced by Okinawa. According to Shanghai Daily, the company agreed to pay each passenger US\$30 but nearly 100 refused to accept the compensation. The 5 day cruise cost US\$375 and up.	Power loss
Infinity (Celebrity Cruises)	The cruise was delayed 24 hours while a short circuit was repaired. According to passengers, however, the ship is still having problems with the pod (propulsion system). Sitka has been cancelled as a port of call and the stay at Hubbard Glacier has been shortened. Passengers have been given a \$500 onboard credit per cabin and a credit of \$200 for their next cruise.	Propulsion
Crown Princess (Princess Cruises)	The month-old ship severely rolled (15 degrees) to one side shortly after leaving Port Canaveral (at 3:25 PM) on its return to New York City from a nine day cruise of the Western Caribbean. Approximately 240 passengers were treated on board for various injuries, such as abrasions, bruises and fractures; 94 were transferred to local hospitals ashore for evaluation and treatment, of which three passengers and two crew members remained hospitalized the next day but were expected to make a full recovery. Some described the roll as feeling like the ship was going to fall over. The cruise returned to Port Canaveral and the cruise was terminated; passengers received a full refund. Speculation is that the roll was caused by a malfunction of the auto-pilot. A similar severe list occurred on February 4 on the Grand Princess.	List
Carnival Destiny (Carnival Cruise Lines)	A passenger reports that the ship departed San Juan one day late (because of mechanical problems) and that Aruba was skipped as a port of call.	Mechanical
Enchantment of the Seas (RCI)	<i>Novedades</i> (local newspaper) in Cancun reports that a short circuit caused a fire on a life boat while it was being lowered from the ship while in Cozumel. The fire was quickly extinguished and there were no injuries	Fire
Celebration (Carnival Cruise Lines)	After its scraping bottom and damaging its propeller, the itinerary for the next cruise was altered (Freeport canceled) because the ship was operating at reduced speeds. The next two cruises were cancelled for repairs	Propulsion
Seven Seas Mariner (Regent Seven Seas Cruises)	A passenger reports that one of the ship's propulsion pods experienced an electrical short and was subsequently shut down. Rough weather prevented the technical crew from having access to the pod to begin repairs and arrival in Whittier was delayed almost 24 hours. The following cruise (September 7 to Vancouver) had an altered itinerary.	Propulsion
Jewel of the Seas (RCI)	From a passenger: <i>Bravo, Bravo, Bravo called during early dinner seating -- area affected is deck 2 midship. The story onboard was that one of the Platters tossed a lit cigarette into the trash can thinking it was out. Smoke filled several cabins and the automatic sprinklers came on. The captain came on the intercom three times to explain what was going on and let the passengers know when it was under control. No major damage reported, no injuries. According to a poster at Cruise Critic: The staff and crew had everything under control in less than 20 minutes. Seven staterooms had to be evacuated and people reassigned to other rooms. The rooms mostly suffered water damage from the sprinkler system.</i>	Fire

Freedom of the Seas (Royal Caribbean International)	According to passengers, the ship collided with a refueling ship as it was leaving Montego Bay. Damage was not significant and following an inspection the ship got underway. The delay lasted approximately 30 minutes.	Collision
Oosterdam (Holland America Line)	A fire alarm went off at 6:00 AM as a result of a fire (or excessive smoke) in the engine room and affected one of the azipods. The problem was put under control with injuries of difficulty, however one of the azipods was now disabled. Because of reduced speeds the ship will sail a revised itinerary for the remaining cruise days, skipping Puerto Vallarta. This is a seven day cruise from San Diego and the incident occurred the first morning of the cruises. The ship will return to San Diego one day early and passengers will be permitted to remain onboard. Compensation included a \$150 shipboard credit and future travel discount of 25% of the fare paid for this cruise.	Fire
Oosterdam (Holland America Line)	From a passenger: <i>The broken Azipod was still not repaired so HAL gave all passengers a \$ 25.00 credit as well as a glass of wine. Calls at ports were shortened somewhat, especially Puerto Vallarta. In a conversation with the Captain, he indicated the propulsion unit would not be repaired until April during the next haul out. The ship was able to maintain 19 knots instead of the regular 23 or 24 knots. Docking had to be tug assisted.</i>	Propulsion
Pride of America (NCL America)	The ship struck a 2,800 pound navigational buoy as it left Honolulu and dragged the buoy chain all the way to Maui. The ship remained in Maui an extra day (for inspections and repairs of the propeller, to which the chain became attached) and skipped its scheduled call at Kona on the Big Island.	Collision
Thomson Destiny (Thomson Cruises)	Passengers report that the ship's toilets have not worked for three days and there has been no hot water for 24 hours. A series of blockages in the plumbing system have been blamed for the problem; experts have been dispatched to deal with the problem.	Plumbing
Norwegian Wind (Norwegian Cruise Line)	The ship "lost an engine" and had to skip its port call at Nawiliwili (Kauai). The next day there was a total power blackout while off Lahaina (Maui) with no AC, lights, elevators, toilets, water, etc. These were gradually restored over a 7 hour period. Public washrooms were locked and dining rooms closed (no hot coffee after 7:45 AM). At noon they had a cookout on the pool deck for both passengers and crew. Each passenger got a free drink and a \$50 per cabin shipboard credit.	Propulsion
Enchantment of the Seas (Royal Caribbean International)	A strong squall of wind caused the ship to drag its anchor 300 metres before it ran into a moored barge off Pageant Beach (Georgetown, Cayman Islands). The ship had been anchored off shore from the Wharf Restaurant area. Other than two dents in the port side and a long 100-foot scrape, there was no damage to the ship. Most passengers were ashore when the incident occurred.	Collision
Radiance of the Seas (Royal Caribbean International)	From a passenger: <i>Just got back from Radiance of the Seas 10/28/06 cruise to Puerto Rico, Antigua, St. Thomas, St. Maarten and Nassau. The evening we were sailing back to Ft. Lauderdale (4 November) a fire broke out in the Windjammer and the captain came on the loud speaker at 2AM to announce BRAVO - BRAVO - BRAVO, we have a fire in the Windjammer -- everyone stay tuned to for further announcements. Finally he came back on about a half an hour later to inform us that all was well and that we could go back to sleep.</i>	Fire
Norwegian Majesty (Norwegian Cruise Line)	The ship was delayed leaving Bermuda this week (Thursday evening) and is delayed leaving today on her next cruise from Charleston. She has a snapped crankshaft. NCL threw its Charleston-bound passengers a complimentary cocktail party and offered \$100 per stateroom in onboard credit and 15 percent off the price of a future cruise. Those heading out to Bermuda will get \$50 per stateroom in cruise cash or a chance to rebook as a consolation for the extra time at sea. Norwegian Cruise Lines' Majesty was expected as of last night to steam into port at about 2 p.m., seven hours behind schedule, and head back to Bermuda on three of its four engines at 9:30 p.m.	Mechanical
Norwegian Dawn (Norwegian Cruise Line)	The ship made an unscheduled port call at Norfolk because of a technical problem with its propulsion system and poor weather off North Carolina that blocked its route from New York to Florida. The ship arrived at 6:45 PM today and is expected	Propulsion

	to leave tomorrow at 5:00 PM. Update on Tuesday: Departure has been set back until Wednesday at 5 PM at the earliest -- repairs are still being undertaken. Given that the itinerary is "up in the air," passengers have been offered a full refund, plus 25% off a future cruise based on what they paid on this cruise, plus a \$100 per stateroom onboard credit. They have also been offered a charter bus for return to NYC Tuesday evening, for those wishing to go home.	
Seven Seas Mariner (Regent Seven Seas Cruises)	From a passenger: <i>I just returned from the Mariner cruise Sydney to Auckland, November 15-30. Prior to my boarding, passengers received a letter stating that the ship was operating with only 60% propulsion due to problems with one of the pods. As a result, two stops between Auckland and Los Angeles would be eliminated. Three days into the portion of my cruise, one of the three main forward elevators became inoperable and remained that way for six days without explanation. Much grumbling.</i>	Propulsion
QM2 (Cunard Line)	From a passenger: <i>Leaving Barbados, we were advised that a door on one of the bow thrusters was malfunctioning, and we could only make 18 knots. We arrived in St. Kits 4 hours late, and a team from Miami flew in with divers to repair. We were treated to a party on deck before arriving in St. Kits, with free drinks as compensation. Divers apparently cleared the damage, and we left St. Kits on time and the rest of the cruise was on schedule. FYI, we were 3-4 hours delayed (2 December) in embarkation boarding due to immigration (?) or computer problems. Never did get the correct story, and ship left 2 hours late. Restaurants onboard closed at the regular time that day, leaving many late boarding guests with little or no food until dinner.</i>	Mechanical
Infinity (Celebrity Cruises)	From a passenger: <i>The pod system failed and we were in Lima for 36 hrs (originally scheduled for about 11 hrs) and had to miss the port of Arica, Chile. WHAT A BUMMER!</i> The ship was sailing from Fort Lauderdale (19 November) to Valparaiso (3 December). From another passenger: <i>1. There was a short circuit in the starboard propulsion system the night before we arrived in Lima and we sailed 16 knots instead of 22; 2. We were supposed to arrive in Lima at 06.00 am, we arrived at 18.00 instead; 3. The ship stayed overnight in Lima for a total of 30 hours (till 24.00 hrs the next day); 4. The captain came on the voice system and explained that because of the problem we would not arrive in time in Lima and the result was missing the port of call Arica; 5. Celebrity Cruises compensated us very well (US\$ 500.-) shipboard credit per cabin; 6. Most people were very content, (although sorry for missing Arica) because of the fair compensation; 7. After leaving Lima we sailed at 19-10 knots and were more than on time in Valparaiso.</i>	Propulsion
Ryndam (Holland America Line)	The ship spent the night anchored in Tampa Bay after encountering engine and electrical problems shortly after sailing. The ship reported engine problems about an hour after sailing and stalled in the channel between the port and the Skyway Bridge. Power was subsequently restored, but the Coast Guard said the ship would remain moored in the area overnight while they investigated the problem with the engines.	Mechanical
Seabourn Spirit (Seabourn Cruises)	Passengers report at Cruise Critic that there was a small fire before arriving in Hong Kong. According to one: <i>We went to the Verandah for Breakfast and there was soot on the table settings on the outside. We had a good view of all the fire engines and water craft coming along while we had our breakfast. The crew appeared to have everything under control and the Captain gave the all clear to the crew prior to us finishing our Breakfast. He had some of the crew on standby near where the fire had been and everything for the passengers appeared as normal. Of course one must have known something was up when the Captain called Station Bravo over the loud speaker before 7 in the morning.</i>	Fire
Dream Princess (Caspian Cruises)	A 3 day New Years cruise from Dubai to Muscat was cancelled at the last minute because of a "technical fault." Some passengers arrived at the cruise terminal at 5AM, but weren't told until 9AM that their holiday plans had been cancelled.	Mechanical

	Norwegian Majesty (Norwegian Cruise Line)	New Years' cruise scheduled to depart today has been cancelled. The ship experienced engine problems on the Christmas cruise and will remain in Charleston for repairs	Propulsion
2007	Brilliance of the Seas (Royal Caribbean International)	The had been a 2.5 hour power failure during the Christmas/New Year's cruise ending today in Miami. According to one passenger, <i>"the ship drifted for that time. Many people in the aft cabins were very concerned that there was a fire as there was considerable smoke. We saw people sitting out in the hallways and some people got up and went down to the centrum"</i>	Power loss
	Millennium (Celebrity Cruises)	Experienced an electrical short that provides power to the ship's port propulsion system. As a result, it has been forced to slow down -- reducing cruising speed from 22 knots to 17. Cancellation of one port -- the Dominican Republic's Casa de Campo -- but the ship will make it to San Juan, its next call, as scheduled where it is expected repairs will be made. From a passenger (14 Jan): We left San Jaun and were told the repair was complete. At midnight (after St. Thomas) the boat stopped again ... The captain said due to further problems we would return to Fort Lauderdale and miss Nassau. A large gathering of unhappy passengers protested and demanded their money back but to no avail. Compensation varied but for us was \$700 per cabin and 25% off the next cruise.	Propulsion
	Carnival Pride (Carnival Cruise Lines)	Reports from the ship state the vessel is experiencing unspecified mechanical problems and has reduced her speed from 20 to 10 knots, delaying her arrival in Long Beach by one full day. The cruise scheduled to begin today will operate a modified 6 day schedule (cancelling Puerto Vallarta) and will leave from San Pedro instead of Long Beach, but return to Long Beach. Passengers opting to sail received a 15% refund and a \$50 shipboard credit.	Mechanical
	Disney Magic (Disney Cruise Line)	From a passenger (posted at Disboards): <i>While doing the fireworks during the Pirates in the Caribbean deck party, there was an emergency code red call to the rear of the boat. My husband went to look and discovered that there was a misfire on the fireworks and appeared to be a fire by Palo restaurant. I am trying to find out more, and will post more later ... Here's what happened with the fireworks -- about 1/4 of the way through one misfired and hit the side of the ship. The next one misfired and landed right next to palo's and started a fire. That set off the fire sprinklers on deck 10 aft. Our asst server is part of the fire team. He said it was a HUGE mess because the Captain sent everyone to the Pirate buffet instead of Palo's ... The captain then sent everyone to the right place and everything seems ok. All brunch's at Palo's today were cancelled, but dinners were ok. No reports of injury.</i>	Fire
	Fantasy (Carnival Cruise Lines)	A barge struck the ship on the Mississippi River near New Orleans, leaving a 30 foot gash (about 5 feet above the waterline) in its hull and forcing cancellation of the five day cruise that followed. There were no injuries and no reports of pollution. Passengers on the cancelled cruise received a full refund and a 25% discount on a future cruise of 3, 4, or 5 days	Collision
	Silja Serenade (Silja Line)	A power failure onboard a Swedish freighter caused a near miss with the ro-ro/passenger ferry Silja Serenade, as she sailed for Stockholm. Fast reaction from the officers on the bridge of the Silja ship prevented a collision -- relative distance vary between the ships was from 60 to 200 meters; radio contact between the ships was established only after the incident.	Near Collision
	Ryndam (Holland America Line)	A passenger reports: At about 1:00 PM, April 11, I was finishing lunch in the dining room at a window table at the aft end of the ship when there was a loud clatter and the ship shuddered. Looking out we could see that the stream from the propellers had stopped, and the ship was losing way and eventually came to a complete stop. The Captain announced the Engineering Dept was working on it, and after awhile the ship was making 4.5 to 5 kts (per my GPS). The was eventually increased to 14 to 17 kts, so we arrived at San Diego only some 4 hours late. The Captain said the Coast Guard required the ship to have 2 tugboats to assist entering the harbor and docking. The Captain said a representative of the propulsion unit manufacturer was flying to San Diego from Finland to help resolve the situation. That evening the	Propulsion problems -- Power Outage

	ships electrical power failed and the emergency lights came on. The power was restored to some circuits after about 30 minutes, but other circuits, such as the main lighting and TV power in my cabin we not restored until after we docked in San Diego the next day.	
M/V Butuan Bay	Three people were killed and 14 others injured when an explosion rocked the engine room of a passenger ship in central Phillipines. The ship, with 513 passengers and crew, had last left Cebu City, 585 km south of Manila.	Engine Fire
Norwegian Star (Norwegian Cruise Line)	The ship was escorted into the Prince Rupert harbour by the a Canadian Coast Guard vessel following a small fire in the engine room. At 3:13 p.m., Prince Rupert's marine communications traffic services were notified that there was an engine room fire on board. Causing no significant damage, the fire was easily extinguished. The vessel was in U.S. waters near an area called Butterworth Rocks when the problem occurred. Once docked in Prince Rupert a marine safety inspector conducted a preliminary investigation. It was determined that a broken fuel line caused the accident. The unit was taken out of use and the vessel was deemed safe to resume course to Seattle. UPDATE: Associated Press subsequently reported that NCL says there was not a fire; they say a component failure knocked out one of the four main deisel engines and that the ship is safe. Regardless of "the truth of the matter," the ship is due back in Seattle May 19th one hour behind schedule.	Engine Room Fire
Seabourn Pride (Seabourn Cruises)	A message was posted at Cruise Critic indicating that there is major structural problem on the ship. When at Belle Ile (France) yesterday, it was discovered that one of the Marina door's hinges and bolts were missing, which compromised the other hinge and damaged the hydraulic system to move the door up and down. This door must be closed when the ship is operating. Because the door is in an awkward position and cannot be moved, the crew spent the entire day roping the door so that it would at least remain attached to the ship. As of this morning we know the following: the 20 ft waves of yesterday have calmed down and are in the right direction for us to sail at a very slow speed to Saint -Nazaire (about 45 nautical miles away). We expect to pick up the pilot around 5:30pm and be docked by 7 pm. Ideally necessary repairs will be made the following day. So, we missed the port of Belle Ile and will miss St. Malo and Guernsey for sure. It is still up in the air whether we will miss Rouen. We have to be in London by Saturday May 26. Speculation is running rampant that we will get a major reimbursement for this 2 weeks as we also missed 2 other ports on the way due to weather - or will they disembark all of us and fly us home and take the ship directly to dry dock. UPDATE May 21: The ship arrived at Saint-Nazaire and repairs were completed (the Marina door was welded shut) within 12 hours or so. The ship set sail late this evening and arrived in Rouen mid-day on May 23.	Marina Door Won't Close Properly -- Missed Ports
Bellriva (Rhine Danube Line)	More than 20 British tourists were injured when the river ship struck a lock on the Rhine in Alsace, eastern France. Thirteen of the 22 injured tourists were taken to hospital with concussion. One also had a broken leg. The ship struck a concrete wall designed to prevent vessels moving until the water is high enough at 06:30 GMT. It had left Strasbourg early on Saturday with 208 people bound for Breisach, on the German side of the waterway separating France and Germany. Collision	Collision
Kristina Regina (Kristina Cruises)	The Finnish passenger vessel collided with a timber loaded deck barge in dense fog south of Gedser. The barge was towed by the tug Pioneer, flying Comoros flag. Only slight damages to the side of the Kristina Regina occurred and she could continue her voyage to Helsinki. Collision	Collision
Serende (Louis Cruises)	The ship was slightly damaged when it grazed the pier while docking at the Greek island of Tinos. The collision caused a small hole on the left side of the ship's bow above the water line. It was fixed and the ship was on its way in the next hour.	Collision
Catalyn-D (San Nicolas)	Five people died and seven others were injured when the ferry, en route from Manila to southwestern Palawan province, caught fire in Paluan Bay in Mindoro	Fire

Shipping Lines)	(Philippines) Sunday. Two passing fishing boats and a coast guard vessel rescued 255 passengers. Reports said some of the passengers and crewmen jumped to the sea after they saw flames had already engulfed parts of the ship. The fire is believed to have started in the ship's cargo section.	
Spirit of Yorktown (Cruise West)	The ship collided with a Seattle-based fishing vessel, leaving the seiner "dead in the water" with a disabled steering mechanism. The cruise ship appeared undamaged and continued on to Petersburg where it will arrive and be inspected tomorrow. None of the four crew members on the fishing vessel were injured in the collision which took place at 1AM in calm seas and light winds in Chatham Strait (about 15 mile south of Angoon).	Collision
Aqua Jewel (Alpha Ferries)	Some 850 passengers were safely evacuated at the port of Rafina (30 km east of Athens) after a minor collision with a smaller ship. About 75 passengers were on board the smaller ferry involved in the incident, the Evia Star, and also safely disembarked. The Evia Star was reversing into the dock when it scraped the side of the Aqua Jewel, causing slight damage to the side of the Aqua Jewel. The damage is currently being repaired, and most of the passengers were placed on other ferries.	Collision
HD1 (HD Ferries)	The ferry collided with a Condor ferry when it was coming into dock at St Helier to drop off passengers. It was attempting to turn around and hit the hull of the docked Condor ferry which was loading passengers and cars. HD1 was left with several holes above the water line and the Condor ferry has slight scratches to its hull. This is the second ferry collision since HD Ferries started its Channel Island service to France in March. An HD ferries captain resigned in May after HD1 collided with a Condor ferry in Jersey's harbour (see May 11 on Events by Ferries Page). An investigation found the performance of the captain was not satisfactory.	Collision
Mariner of the Seas (Royal Caribbean International)	There was a fire on deck 0 in the incinerator. Smoke could be smelled on some decks but the captain made a quick announcement that they were investigating and no one was allowed to smoke until further notice - he came back on to report that the fire was completely put out and smoking was now allowed. There was no disruption of the cruise, which was on its last night of a seven night Eastern Caribbean cruise to/from Port Canaveral.	Fire
Thomson Celebration (Thomson Cruises) Ocean Majesty (Page and Moy)	The two ships collided in the Greanger fjord (Norway) on Tuesday afternoon at the two were berthing. The damage is reported as slight with some lifeboats and davits taking the brunt of the slow collision. There are reports online that passengers on the Ocean Majesty have been sent home as repairs would take three days.	Collision
Salamis Glory (Salamis Lines)	The Cypriot cruise ship and an Israeli freighter collided in Haifa harbour -- the freighter sunk and two of the 16 crew members went missing; their bodies were recovered later. There were no injuries on the cruise ship, however it has been detained in Haifa until problems in its navigation system, which apparently caused the crash, are fixed.	Collision

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