

November 28, 2005

RECEIVED

DEC 01 2005

DEPT OF ECOLOGY

Mr. Ray Hellwig, Regional Director
Washington State Department of Ecology
Northwest Regional Office
3190 160th Avenue SE
Bellevue, WA 98008-5452

RE: Washington Cruise MOU Compliance Report: 2005 Cruise Season

Dear Mr. Hellwig:

In response to the request of the Washington State Department of Ecology on November 9, 2005, for a certification of compliance with the provisions of Memorandum of Understanding for Cruise Operations in Washington State (April 20, 2004), please accept this letter on behalf of Royal Caribbean Cruises Ltd. for the 2005 cruise season.

The following ships operated in Washington waters during 2005:

Celebrity Cruises Inc:

- *Mercury*; Seattle: May 27, June 3, 10, 17, 24, July 1, 8, 15, 22, 29, August 5, 12, 19, 26, September 2, 9, 16, 19, 24, 25, 29, October 3, 8 and 13
- *Summit*; Seattle: May 11 and September 25

Royal Caribbean Cruises Ltd.'s operations (Celebrity Cruises Inc.) in Washington addressed the following key provisions of the MOU as follows:

Section 1.1. Wastewater Management - Royal Caribbean Cruises Ltd. managed its wastewater in compliance with this section as follows:

In compliance with Section 1.1.1 and 1.1.2, Royal Caribbean Cruises Ltd.'s ships, the *Mercury* and *Summit*, held all gray and black water onboard until the ships were outside the waters included in this MOU. The *Mercury* has a Rochem Reverse Osmosis advanced wastewater purification system installed that treats all black and the majority of all gray water to Alaska legislation standards. The ship is currently certified by the US Coast Guard for continuous discharge in Alaska. The *Summit* has both a Lazarus advanced treatment system and Hamann Marine Sanitation Devices installed; however, neither of these systems is currently certified by the US Coast Guard for continuous discharge in Alaska. Based on a thorough review of ships' logs and records, we certify that our ships complied with these provisions of the MOU. Royal Caribbean Cruises Ltd. will make these records available to Ecology upon request.

Section 1.1.4 Discharge of Residual Solids - Based on a review of Royal Caribbean Cruises Ltd. ships' logs and records, Royal Caribbean Cruises Ltd. certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within 12 nautical miles from shore and while within the IMO "Area to Be Avoided" off the Washington Coast. Royal Caribbean Cruises Ltd. will make these records available to Ecology upon request.

Section 1.2. Solid Waste Management - Based on a review of Royal Caribbean Cruises Ltd. ships' logs and records, Royal Caribbean Cruises Ltd. certifies that no solid wastes were discharged into waters subject to the MOU. Royal Caribbean Cruises Ltd. will make these records available to Ecology upon request. All solid wastes are held onboard for landing to an approved facility or for onboard incineration. In some instances, food wastes are processed onboard and discharged while underway at more than 6 knots speed and while the ship is greater than 12 nautical miles from the nearest land; thus, exceeding the International Maritime Organizations MARPOL Annex V requirements.

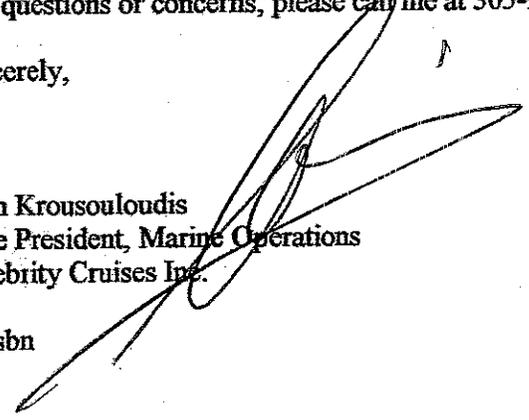
Section 1.3.1 through 1.3.4 Hazardous Waste Management - Based on a review of Royal Caribbean Cruises Ltd. ship's logs and records, Royal Caribbean Cruises Ltd. certifies that Hazardous Wastes were managed in accordance with these sections of the MOU. Hazardous waste was offloaded by *Summit* and *Mercury* when they called in other locations outside of Washington. Royal Caribbean Cruises Ltd. will make these additional records available to Ecology upon written request.

Section 5. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act - Based on a review of Royal Caribbean Cruises Ltd. ships' logs and records, Royal Caribbean Cruises Ltd. certifies that the provisions of the above laws were implemented as required by these laws. Royal Caribbean Cruises Ltd. will make these records available to Ecology upon request. All Royal Caribbean Cruises Ltd. ships fully comply with the appropriate sections of the Invasive Species Act by meeting and exceeding all international and U.S. Ballast Water Management and Reporting requirements found in Subpart D of 33 CFR part 151. Prior to each Alaska Cruising season, Royal Caribbean Cruises Ltd. prepares a binder for all ships deploying to the Pacific Northwest that includes all relevant environmental regulations for all west coast U.S. states and Canada. In that binder, we included the ballast water handling requirements for the state of Washington. The ship's specific management strategy was to not discharge ballast. In this case, the ship managed to meet stability requirements with other onboard liquid weight. No actions were taken by the ship that would have harassed or hazarded any protected mammal species.

Section 10. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU. Describe any incidences of non-compliance and when they were reported to Ecology and any corrective actions taken. Royal Caribbean Cruises Ltd. Ships experienced no violations of the provisions of the MOU.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, please call me at 305-982-2738.

Sincerely,


John Krousouloudis
Vice President, Marine Operations
Celebrity Cruises Inc.

JK/sbn



Holland America Line

RECEIVED

DEC 09 2005

DEPT OF ECOLOGY

December 1, 2005

Ray Hellwig, Regional Director
Washington State Department of Ecology
Northwest Regional Office
3190 160th Avenue SE
Bellevue, WA 98008-5452

Dear Mr. Hellwig:

Re: Washington Cruise MOU Compliance Report: 2005 Cruise Season

In response to the request of the Washington State Department of Ecology for a certification of compliance with the provisions of Memorandum of Understanding for Cruise Operations in Washington State (April 20, 2004), please accept this letter on behalf of Holland America Line for the 2005 cruise season.

In calendar year 2005 the following Holland America Line (HAL) vessels called at ports in Washington State: ms Amsterdam, ms Oosterdam, ms Veendam and ms Volendam. Amsterdam and Oosterdam made weekly calls in Seattle at Pier 30 and Veendam and Volendam made one port call each in Seattle.

ms Amsterdam: Seattle, May 4 to October 6, 2005 Weekly
ms Oosterdam: Seattle, May 7 to September 24, 2005 Weekly
ms Volendam: Seattle, September 29, 2005 one call
ms Veendam: Seattle May 6 and September 26, 2005
ms Zaandam: Seattle September 25, 2005

Holland America Line (HAL) operations in Washington addressed the following key provisions of the MOU as follows:

Section 1.1. Wastewater Management, HAL managed its wastewater in compliance with this section as follows:

- In compliance with Section 1.1.1 and 1.1.2, the ms Amsterdam held all treated and untreated gray and black water while in Washington waters. This vessel has a US Coast Guard Certified Type II MSD. Based on a thorough review of ships' logs and records we certify that the ms Amsterdam complied with these provisions of the MOU. HAL will make these records available to Ecology upon request.
- In compliance with Section 1.1.3, HAL submitted information required to allow the discharge of treated wastewater one mile from a berth to Ecology for the following ship(s): ms Oosterdam, ms Veendam, ms Volendam and the Zaandam. HAL certifies that these ships complied with the requirements of the MOU. HAL will make these records available to Ecology upon request.

Section 1.1.4 Discharge of Residual Solids. Based on a review of HAL ships' logs and records, HAL certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within 12 nautical miles from shore and while within the IMO "Area to Be Avoided" off the Washington Coast. HAL will make these records available to Ecology upon request.

Section 1.2. Solid Waste Management. Based on a review of HAL ships' logs and records, HAL certifies that no solid wastes were discharged into waters subject to the MOU. Solid waste (construction debris from refitting work) was offloaded from the Amsterdam on October 6, in Seattle. No other HAL vessels discharged solid waste in Washington State in 2005. HAL will make these records available to Ecology upon request.

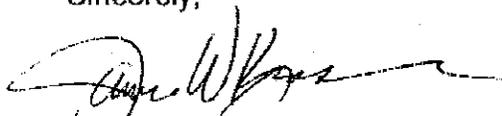
Section 1.3.1 through 1.3.4 Hazardous Waste Management. Based on a review of HAL ship's logs and records, HAL certifies that Hazardous Wastes were managed in accordance with these sections of the MOU. HAL will make these records available to Ecology upon request. Hazardous waste was not offloaded from HAL vessels in Washington State in 2005.

Section 5. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Based on a review of HAL ship's logs and records, HAL certifies that the provisions of the above laws were implemented as required by these laws. HAL will make these records available to Ecology upon request.

Section 10. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU. No incidents were reported in 2005.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, please call me at (206) 281-0579.

Sincerely,



James W. Kross
Chief Environmental Compliance Officer
Holland America Line



November 30, 2005

Regional Director
Washington State Department of Ecology
Northwest Regional Office
3190 160th Avenue SE
Bellevue, WA 98008-5452

RECEIVED
DEC 06 2005
DEPT OF ECOLOGY

Dear Director:

Re: Washington Cruise MOU Compliance Report: 2005 Cruise Season

Section 10 of the Memorandum of Understanding for Cruise Operations in Washington State requires an annual submittal detailing the compliance with the MOU for each vessel within the NWCA that calls to a port in Washington for the previous cruise season.

Please accept this letter on behalf of NCL for the 2005 cruise season.

The following ships operated Washington waters during 2005:

- NORWEGIAN STAR – Sailed from Seattle on 5/22, 5/29, 6/05, 6/12, 6/19, 6/26, 7/03, 7/10, 7/17, 7/24, 7/31, 8/07, 8/14, 8/21, 8/28, 9/04, 9/11 & 9/18.
- NORWEGIAN SPIRIT – Sailed from Seattle on 5/21, 5/28, 6/04, 6/11, 6/18, 6/25, 7/02, 7/09, 7/16, 7/23, 7/30, 8/06, 8/13, 8/20, 8/27, 9/03, 9/10 & 9/17.
- NORWEGIAN DREAM - Sailed from Seattle on 5/30, 6/09, 6/20, 6/30, 7/11, 7/21, 8/1, 8/11, 8/22, 9/1 and 9/12.
- NORWEGIAN SUN made a single stop in Seattle on 5/06.

NCL's operations in Washington State addressed the following key provisions of the MOU as follows:

Section 1.1. Wastewater Management. NCL managed its wastewater in compliance with this section as follows:

- In compliance with Section 1.1.1 and 1.1.2, the NORWEGIAN SUN and NORWEGIAN DREAM (until June 27th - see below) held all treated and untreated gray and black water while in Washington waters. Based on a thorough review of ships' logs and records we certify that our ship(s) complied with these provisions of the MOU. NCL will make these records available to Ecology upon request.

- In compliance with Section 1.1.3, NCL submitted information supporting its request to discharge treated wastewater while at berth to Ecology on May 5th for the NORWEGIAN STAR and NORWEGIAN SPIRIT. Both of these ships are equipped with the Scanship Advanced Wastewater Treatment System and were approved in 2004. Approval to discharge while at berth was received from Ecology on 23 May 2005.

- In compliance with Section 1.1.3, NCL submitted information supporting its request to discharge treated wastewater while at berth to Ecology on June 17th for the NORWEGIAN DREAM. This ship was equipped with a new Scanship Advanced Wastewater Treatment System in the spring of 2005. Approval to discharge while at berth was received from Ecology on 27 June 2005.

Section 1.1.4 Discharge of Residual Solids. Based on a review of NCL ships' logs and records, NCL certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within 12 nautical miles from shore and while within the IMO "Area to Be Avoided" off the Washington Coast. NCL will make these records available to Ecology upon request.

Section 1.2. Solid Waste Management. Based on a review of NCL ships' logs and records, NCL certifies that no solid wastes were discharged into waters subject to the MOU. NCL will make these records available to Ecology upon request. All solid waste is collected and held aboard all ships and discharged ashore in Canada in accordance with Canadian and Company policies. Only compressed aluminum cans were landed in Seattle for recycling.

Section 1.3.1 through 1.3.4 Hazardous Waste Management. Based on a review of NCL ship's logs and records, NCL certifies that Hazardous Wastes were managed in accordance with these sections of the MOU. NCL will make these records available to Ecology upon request. All hazardous waste is collected and held aboard all ships and discharged ashore in Canada in accordance with Canadian and Company policies.

Section 5. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Based on a review of NCL ship's logs and records, NCL certifies that the provisions of the above laws were implemented as required by these laws. NCL will make these records available to Ecology upon request. Prior to initial entry to Washington the STAR, SPIRIT and DREAM conducted a deep ocean exchange of ballast and then exchanged ballast in Alaska. The DREAM, on each voyage, typically deballasted while enroute to Seattle, but while outside Washington waters. The STAR and SPIRIT were not required to de-ballast this water during the season.

Section 10. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU. There were no incidents of non-compliance.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, please call me at 305-436-4843 or Randall Fiebrandt at 305-436-4956.

Sincerely,

A handwritten signature in cursive script that reads "Peter L. Randall".

Peter L. Randall
VP, Environmental & Regulatory Affairs
NCL (Bahamas) Ltd.
Ph: 305-436-4843
Cell: 786-210-0257
Email: prandall@ncl.com

PLR/lrs



RECEIVED

JAN 04 2006

DEPT OF ECOLOGY

04 January 2006

Jeannie Summerhays, Regional Director
Washington State Department of Ecology
Northwest Regional Office
3190 160th Avenue SE
Bellevue, WA 98008-5452

Dear Ms. Summerhays:

Re: Washington Cruise MOU Compliance Report: 2005 Cruise Season

In accordance with the requirements of section 10 requiring certification of compliance with the provisions of Memorandum of Understanding for Cruise Operations in Washington State (April 20, 2004), please accept this letter on behalf of Princess Cruises. Our report for the 2005 cruise season is provided below. This letter supersedes our previous letter dated 30 November 2005 to include the operation of the Sun Princess.

The following ships cruised on regular itineraries in Washington waters during 2005:

SUN PRINCESS
DIAMOND PRINCESS
SAPPHIRE PRINCESS

Princess Cruises operations in Washington State addressed the following key provisions of the MOU as follows:

Section 1.1. Wastewater Management. Sun, Diamond and Sapphire managed their wastewater in compliance with this section as follows:

- In compliance with Section 1.1.1 and 1.1.2, Sun Princess held all treated and untreated gray and black water while in Washington waters. Based on a review of the ship's logs we confirm that the ship complied with the provisions of the MOU. The ship is fitted with three Hamworthy Membrane Bioreactors (MBRS) that treat Black and domestic grey water to meet the Alaskan in-port continuous discharge standard.
- In compliance with Section 1.1.1 and 1.1.2, Diamond Princess held all treated and untreated gray and black water while in Washington waters. Based on a review of the ship's logs we confirm that the ship complied with the provisions of the MOU. The ship is fitted with three Hamworthy Membrane Bioreactors (MBRS) that treat Black and domestic grey water to meet the Alaskan in-port continuous discharge standard.
- In compliance with Section 1.1.3, Sapphire Princess discharged all treated gray and black water while in Washington waters and held all untreated grey water. The exception being the first voyage of the season when the ship held all treated and untreated gray and black water while in Washington waters. Based on a review of the

ship's logs we confirm that the ship complied with the provisions of the MOU. The ship is fitted with three Hamworthy Membrane Bioreactors (MBRS) that treat Black and domestic grey water to meet the Alaskan in-port continuous discharge standard. The discharges in Washington State waters were in accordance with the approval granted by Dept. of Ecology on 05 May 2005.

Section 1.1.4 Discharge of Residual Solids. Records have been reviewed and no discharge of residual solids took place in Washington State waters or within 12 miles of land.

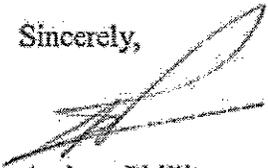
Section 1.2. Solid Waste Management. Records have been reviewed and no solid wastes were discharged into Washington State waters. All waste management services are arranged and provided through our North American contractor, Waste Management Inc. To the best of our knowledge, we believe that solid waste management practices were in compliance with the MOU.

Section 1.3.1 through 1.3.4 Hazardous Waste Management. All of our hazardous waste operations in Seattle were handled by PSC as a subcontractor to Waste Management, Inc. Princess Cruises uses Waste Management, Inc. for all waste handling services in North America. All of the TSDF signed manifests that were received in our office were scanned and electronically sent to the ships so that they could be matched with the ship's copy. These records are available for you anytime you would like to review them. We are not aware of any problems or violations concerning Hazardous Waste operations in Seattle.

Section 5. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Ballast water forms have been renewed and we confirm, to the best of our knowledge, that neither SUN PRINCESS, DIAMOND PRINCESS nor SAPPHIRE PRINCESS discharged ballast water in Washington State waters.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, please call me at 661 753 2712.

Sincerely,



Andrew Phillips
Manager, Environmental Compliance
Princess Cruises



PRINCESS CRUISES®

30 November 2005

Jeannie Summerhays, Regional Director
Washington State Department of Ecology
Northwest Regional Office
3190 160th Avenue SE
Bellevue, WA 98008-5452

RECEIVED
DEC 08 2005
DEPT. OF ECOLOGY

Dear Ms. Summerhays:

Re: Washington Cruise MOU Compliance Report: 2005 Cruise Season

In accordance with the requirements of section 10 requiring certification of compliance with the provisions of Memorandum of Understanding for Cruise Operations in Washington State (April 20, 2004), please accept this letter on behalf of Princess Cruises. Our report for the 2005 cruise season is provided below.

The following ships cruised on regular itineraries in Washington waters during 2005:

DIAMOND PRINCESS
SAPPHIRE PRINCESS

Princess Cruises operations in Washington State addressed the following key provisions of the MOU as follows:

Section 1.1. Wastewater Management. Diamond and Sapphire managed their wastewater in compliance with this section as follows:

- In compliance with Section 1.1.1 and 1.1.2, Diamond Princess held all treated and untreated gray and black water while in Washington waters. Based on a review of the ship's logs we confirm that the ship complied with the provisions of the MOU. The ship is fitted with three Hamworthy Membrane Bioreactors (MBRS) that treat Black and domestic grey water to meet the Alaskan in-port continuous discharge standard.
- In compliance with Section 1.1.3, Sapphire Princess discharged all treated gray and black water while in Washington waters and held all untreated grey water. The exception being the first voyage of the season when the ship held all treated and untreated gray and black water while in Washington waters. Based on a review of the ship's logs we confirm that the ship complied with the provisions of the MOU. The ship is fitted with three Hamworthy Membrane Bioreactors (MBRS) that treat Black and domestic grey water to meet the Alaskan in-port continuous discharge standard. The discharges in Washington State waters were in accordance with the approval granted by Dept. of Ecology on 05 May 2005.



Section 1.1.4 Discharge of Residual Solids. Records have been reviewed and no discharge of residual solids took place in Washington State waters or within 12 miles of land.

Section 1.2. Solid Waste Management. Records have been reviewed and no solid wastes were discharged into Washington State waters. All waste management services are arranged and provided through our North American contractor, Waste Management Inc. To the best of our knowledge, we believe that solid waste management practices were in compliance with the MOU.

Section 1.3.1 through 1.3.4 Hazardous Waste Management. All of our hazardous waste operations in Seattle were handled by PSC as a subcontractor to Waste Management, Inc. Princess Cruises uses Waste Management, Inc. for all waste handling services in North America. All of the TSDf signed manifests that were received in our office were scanned and electronically sent to the ships so that they could be matched with the ship's copy. These records are available for you anytime you would like to review them. We are not aware of any problems or violations concerning Hazardous Waste operations in Seattle.

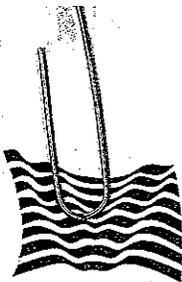
Section 5. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Ballast water forms have been renewed and we confirm, to the best of our knowledge, that neither DIAMOND nor SAPPHIRE discharged ballast water in Washington State waters.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, please call me at 661 753 2712.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Phillips', written over a horizontal line.

Andrew Phillips
Manager, Environmental Compliance
Princess Cruises



V. Ships Leisure S.A.M.

REGIONAL DIRECTOR,
Washington State Department of Ecology,
Northwest Regional Office,
3190 160th Avenue SE Bellevue
WA 98008- 5452

RECEIVED
NOV 21 2005
DEPT OF ECOLOGY

Monaco, 15 November 2005

Our ref.: 1294/WCM/sb

Dear Sir,

WASHINGTON CRUISE MOU COMPLIANCE REPORT

2005 CRUISE SEASON

As the Company responsible for the operation of the Vessel, we are forwarding this letter on behalf of Radisson Seven Seas Cruises.

The following information is provided pursuant to the Memorandum of Understanding (Mou) between the Washington Department of Ecology, the Port of Seattle, and the Northwest Ship Cruise Association (amendment NO 1).

In the calendar year 2005 the Radisson Seven Seas Cruise Vessel Seven Seas Mariner did not call in any ports in Washington State, however ; she did transit the Strait of Juan de Fuca south of the international boundary with Canada, which, according to the definition of terms, are waters subject to the Memorandum of Understanding.

The vessel proceeded on passage on one voyage only through the Straits bound for Victoria on 24th May 2005.

In compliance with section 1.1.1. and 1.1.2 of the MOU, the vessel held all treated and untreated grey and black water whilst in Washington waters. The Master & the Environmental Officer have reviewed the wastewater discharge logs and can confirm that the ship is in compliance with the provisions of the MOU.

All other provisions of the MOU have been complied with, and we hereby certify that this information is true and can be verified through documentation, which will be made available upon request.

Should you have any further questions, please do not hesitate to contact the undersigned.

Yours Sincerely,

Dawn ROGERS
Marine Manager

V.Ships Leisure S.A.M., for and behalf of Radisson Seven Seas Cruises.