

International Cruise Victims



International Cruise Victims (ICV) is an international organization with members throughout the world, currently represented by over 34 countries. Under the ICV International News Section, many stories will be found in the original language. Google can be used to translate many of these articles into English or whatever you use.

“I’m sorry, but your loved one’s life was worthless, economically speaking.”

Just imagine hearing those words while you are grieving the loss of your spouse, parent, or child. Countless people actually have. Many have suffered what professional mental health experts refer to as “secondary victimization” when their retired or minor aged loved one dies while on a cruise ship vacation. Why? Because of an antiquated, obsolete 1926 law known as the [Death on the High Seas](#) Act or DOSHA. This act, which was originally intended to be a sword for any clamant whose seafaring relative died due to a wrongful act, negligence, or default on the high seas, has actually become a shield for the modern cruise line industry.

Back in 1996, TWA Flight 800 crashed into the Atlantic Ocean, killing all on board. Because the plane went down approximately nine miles offshore of Long Island, NY, DOHSA applied. That made the lives of 16 teenaged victims from Pennsylvania nearly worthless from a legal standpoint.

Bereft and outraged, the determined family members of those victims rightfully sought to change that outcome, and with the help of congressional representatives from Pennsylvania DOHSA §30307, was introduced which retroactively allowed compensatory noneconomic damages for “commercial aviation accidents.” However, DOHSA’s original noneconomic damage prohibition was **left intact for all other maritime fatalities, due to intense lobbying by shipping interests.**





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What does this mean? If you fly from Miami to London on an airplane and it should crash, **you can take legal action** for compensatory noneconomic damages because of the death of a passenger. However, if you take a cruise ship from Miami to London and you or a relative are killed because of poor medical care or other reasons, **you cannot**.

While also mindful of other needed changes, ICV has worked with congress to initiate legislation which would correct this injustice. That work has resulted in what is now known as the [Cruise Passenger Protection Act \(CPPA\)](#) HR 2173 in the House and S 965 in the Senate. Where DOSHA is concerned, this legislation would make the requirements for the cruise industry in line with those of commercial airlines. It would ensure that families of cruise ship victims are able to pursue fair compensation after a death on the high seas in the same way families of airline disasters can.

Dedicated ICV members will be going to Washington on July 10th to gain support for this important legislation. Your help is desperately needed. Please take a moment to write and/or call your Representatives and Senators asking that they support this bi-partisan legislation.

Contact information for your [Representative](#) is shown on this link, and your [Senate contact](#) information link is shown here. Your message again, is to ask that they support House Bill, HR 2173 and Senate Bill, S 965. Your help could make all the difference.

International Cruise Victims Association

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