

# Pastor Bob's Premise On 5G being the Alleged Covid-19 Virus And the Petri Dish Cruise Ships Being Confirmed!

Positive COVID-19 Cases Plague Cruise Ships As They Resume Sailing



In the last three week, there have been more than a dozen positive COVID-19 cases reported by the international and U.S. media on cruise ships. Since the first of July there have been dozens of reports of crew members and passengers being diagnosed with the alleged Covid. You need to understand that Covid-19 has yet to be proven to exist. More than 100 countries and labs around the world have requested from the CDC microscopic slide images so that they can compare with swabs being taken in their countries, and the CDC continually obfuscates by answering these inquiries with the statement they do not have slide samples! The public has been scammed with pretty

artist renditions of what they call a virus, which does not look like the artists images all shown all over the Internet.

When there are no lab samples from the CDC, you can only conclude but one thing, they simply do not exist and there is no virus. The same is true of the alleged variants. They are simply a psy-op to keep people in fear. They expect the public to believe them at face value when they have a long record of lies and deception. Show the world the proof! Let's see the evidence that uses the "Gold Standard" of Koch's Postulates!

Yes there is a pathogen that is making people sick, and in many cases dying from comorbidities from other health conditions. It is not Covid-19! The average age of death has been 74.3 years. As many as 70% of the so-called Covid deaths were known to have comorbidities. That is evidential proof of other causes of death.

The truth remains to be revealed to the world is that the real sickness is being caused by **5G** wireless energy. Covid-19 was patented 21 years ago, and its predecessor is known as SARS2-CoV2, and was patented back in 2001. As Dr. David L. Martin exposed in recent weeks, the world has been duped in a crime against humanity. I exposed this crime relative to cruise ships more than a year ago with the *Diamond Princess* that was quarantined a year ago January/February of 2020.

I have been waiting patiently for the day the cruise industry would be permitted to resume sailing to prove my point. In just three weeks the evidence is revealing my premise to be correct. Those sickened by the alleged Coronavirus or Covid-19 are really were being poisoned by **5G** wireless energy. Hiding the truth has been made easy because of the invisible nature of the pathogenic toxin of the wireless EMF frequency **5G** operates at. I will come back later to the true cause no one wants exposed, but let's review the many reports for the past three weeks reported on various cruise lines and canceled cruises due to outbreaks of this fake virus. These reports come from many different sources but reflect what the public is being told.

Three people, including an unvaccinated crew member, tested positive for Coronavirus aboard the *American Constellation* cruise ship during a 10-night cruise from Juneau, Alaska which left July 4, 2021. The other people infected included two vaccinated passengers.

The cruise ship cancels after 2 vaccinated passengers & one unvaccinated crew tested positive. Unclear who infected first, but the unvaccinated crew tested positive after a vaccinated passenger became symptomatic. Cruise staff should vax & mask indoors.

The '*Anchorage Daily News*' reported that an additional seven (7) people on the small cruise (carrying 162 guests) tested positive for COVID-19, bringing the total number of associated cases to ten (10). The Alaskan newspaper said that "*it wasn't immediately clear whether any of the individuals associated with the seven new cases were also fully vaccinated.*"

Two days ago, we learned that a 40-year-old passenger on the Dream Cruises ship *World Dream* underwent polymerase chain reaction (PCR) tests on board and tested positive for COVID-19, according to the *'Straits Times'*. The guest was tested after it was determined that he was a close contact of a confirmed Covid-19 case on Tuesday and was immediately isolated as part of onboard health protocols.

Yesterday, a vaccinated guest sailing on *Viking Sky's* current cruise around Iceland tested positive for COVID-19, according to Travel Agent Central. The cruise ship in question was on an "Iceland's Natural Beauty" cruise which departed roundtrip from Reykjavik, Iceland on July 10th. The positive case surfaced while the ship was in Seydisfjordur on a scheduled port call. The ship's captain informed guests about the positive case over the intercom system and reportedly said that local authorities would not permit the ship to remain in port.

A vaccinated passenger on *Viking Sky's* Iceland cruise tested positive for COVID-19, they were quarantined and the ship was forced to leave port. The cruise was a round-tripper from Reykjavik, which sailed July 10. Contact tracing was performed.

*"The Sky Captain announced that Iceland Coastguard requires us to return to Reykjavik so no port stop tomorrow. He said shore excursions would be refunded and Viking was determining how to compensate us for the disruption. He stopped abruptly and said thank you."*

Viking Cruises has what appear to be comprehensive health and safety protocols, as you can read in this Cruise Critic review.

A Viking Cruises sailing around Iceland has been ended early after Iceland's Coast Guard and local officials wouldn't let passengers off in local ports due to a single passenger testing positive for COVID19. This may just be a part of cruising for a while was suggested.

Earlier this month, three passengers aboard the *MSC Grandiosa* tested positive for the virus. The test results were announced when the cruise ship returned to port in Spain.

A "small number" of crew members aboard the *Queen Elizabeth* cruise liner tested positive according to Cunard, which *'BBC News'* reported on July 6, 2021. The Cunard ship had "about 800" crew members aboard at the time of the test said the British cruise company. Exactly what a "small number" means is anyone's guess. Cunard refused to disclose the actual number of positive cases. Pressure from upon high!

Yesterday the Miami Herald reported that of 63 cruise ships operating or planning to operate ships in U.S. waters, 16 have reported COVID-19 cases on board in the last 7 days according to data maintained by the Centers for Disease Control and Prevention (CDC). 25% already reporting alleged Covid infections? Hmm!

There have not been media reports regarding many of these positive COVID-19 cases referred to in the CDC data.

The positive COVID cases resulted in the cruises in question on the *American Constellation* and *World Dream* ending early with the *Queen Elizabeth* cancelling the re-start of cruising for a month. The *Viking Sky* missed three scheduled ports and had to return to Reykjavik early.

The twelve cases reported by the media involving the *American Constellation*, *World Dream*, *Viking Sky*, and *MSC Grandiosa* bring the total number of COVID cases on cruise ships since cruising was shut down in the U.S. in March of 2020 to at least two hundred and fifty-two (252), plus the cases from the *Queen Elizabeth*, based on media accounts.

As more and more cruise ships begin to resume operations with passengers, there will be a steady number of positive COVID cases reported by the media. There will be a couple of positive COVID cases on one ship, a few on another ship, five to eight cases on another – this will be the pattern as long as cruise lines continue to resume operations during a pandemic. The news accounts will mention the positive cases but will invariably stop short of explaining whether the symptomatic guests require medical treatment, or how they respond to medical intervention and/or whether they fully recover, unlike an officer of Carnival Cruise Line who died of COVID last month.

COVID-19 cases are on the increase in all fifty states in the U.S. as the Delta variant continues to emerge. Virtually all hospitalizations and deaths caused by COVID-19 now involve people who decided not to be vaccinated. This excuse came from an Associated Press talking point and is now the standard excuse being given. [Delta variant is more hokum talk, since no proof has been provided that it or the Covid-19 has been isolated according to the protocols of Koch Postulates.]

Complicating matters is the state of Florida's law which prohibits businesses from requiring vaccinations against COVID. This week Norwegian Cruise Line Holdings (NCLH) initiated litigation against this irresponsible law promoted by Florida Republican Governor Ron DeSantis.

*"Florida cannot lawfully or sensibly tie NCLH's hands in this pivotal fight, at this sensitive time."*

**July 16 2021 Update:** The *Viking Jupiter* also experienced a positive COVID-19 case involving a guest today, per [Cruise Critic comments](#).

A shakedown post pandemic cruise with *Viking Jupiter* in Iceland alongside in Akuryuri indicated that after 2 excellent port stops, passengers were unable to go ashore today- one of our fellow passengers tested positive for coronavirus in our daily PCR testing. We're pressing on overnight.

Nine (and counting) crew members on a cruise ship in Germany tested positive for Coronavirus. On July 25<sup>th</sup> that number increased by 3. A total of 12 crew were said infected with Covid-19.

Two days ago, five crew members on the M/S Amera cruise ship in Bremerhaven, Germany were diagnosed with coronavirus, according to the German newspaper '[Buten and Binnen](#)'. The so-called Delta variant has been confirmed in two of these cases. The ship is operated by the Phoenix Reisen company, which stated that the crew members in question did not have any symptoms. Who and how was the so-called Delta variant confirmed?

Such statements regarding the Delta virus is nothing more than hokum talk. There are no slide samples to prove that it or the SARS2-CoV2 ever existed. It is hoax hiding the real sickness the public is being falsely diagnosed as infected cases. The same is true for cruise ship passengers.

The newspaper stated that the company requires incoming crew members to present a negative coronavirus test before joining the ship. The employee is then quarantined on the ship for three days. A second test is required after the crew member boards the ship.

An employee associated with the operator, who first alerted to this outbreak and wishes to remain anonymous, explained that the crew is typically vaccinated with the Johnson & Johnson vaccine.

Today, the same newspaper reported that the number of positive COVID cases increased to nine. The local health department expects additional virus cases on the ship.

The head of the Bremerhaven health department stated that the "outbreak is dynamic and mainly due to the delta variant. Seven infected people came to Germany by plane. The cases were then discovered during corona tests on the cruise ship." The initial contact persons for the outbreak was identified. However, the health authorities were more concerned that the virus in the other two cases was found in crew members who have been on the ship for some time. One has to wonder how seven infected got past airline procedures, as airlines are strict as one can expect.

Every cruise ship being posted and pictured in the media since a year ago when the *Diamond Princess* was the Petri dish case sports the distinctive white globe protective cover for the **5G** antenna transceivers. The *Amera* shown below clearly confirms the presence of the **5G** on its top deck area.

This ship is one of many dozens of ships with positive COVID-19 cases aboard it as the cruise industry continues to try to resume cruising during the ongoing pandemic and the emergence of the delta variant.



The *Amera* is currently without passengers in Bremerhaven and is currently scheduled to depart on a cruise to Denmark on August 3rd.

### **Ten Royal Caribbean Crew Members Test Positive for COVID-19 on Independence of the Seas and Jewel of the Seas**

#### ***Independence of the Seas – Galveston***

The *Galveston County Daily News* reported that “four crew members aboard Royal Caribbean Cruises’ *Independence of the Seas* have tested positive for COVID-19, and more than two dozen other crew members are in quarantine, according to the Galveston County Health District.”

New this morning: Local health officials confirm there are four positive COVID cases on the *Independence of the Seas*, a Royal Caribbean cruise ship still awaiting restart from the Port of Galveston. The CDC is monitoring the situation. The infected crew members caused the Centers for Disease Control and Prevention (CDC) to change the status of the ship from “green” to “yellow” requiring tighter monitoring procedures.

This comes just 12 days before the Royal Caribbean cruise ship is supposed to embark on a safety-proving test cruise from the Port of Galveston.



At least ten crew members recently tested positive for COVID-19 on Royal Caribbean's Independence of the Seas and Jewel of the Seas. There are also over three dozen employees under quarantine on these two cruise ships.

The infected crew members all are asymptomatic (meaning no symptoms), a local health representative in Galveston stated. The newspaper said that *"it's not clear whether the crew members were vaccinated."*

Royal Caribbean is scheduled to operate a safety-proving test cruise from Galveston on August 1st and announced it would soon begin selecting volunteers from the public to board the cruise. Royal Caribbean recently said that the change in status from green to yellow wouldn't affect the August test cruise.

As of Tuesday, the company still had permission to sail August 1st, according to the local health representative, who said *"we're just going to see how this plays out."*

The health representative in Galveston also concluded that *"infections aren't surprising because of strict monitoring of crew members, rising numbers of COVID-19 cases around the world because of the delta variant and the high number of unvaccinated people."*

The local health authorities stated that it has not confirmed whether COVID cases on the cruise ship were caused by the delta variant.

Royal Caribbean's attempt to return to cruising continues to be marred by positive COVID-19 cases among its guests and crew members. Several news sources are

reporting today that two passengers tested positive while on Royal Caribbean's *Adventure of the Seas*.

The Royal Caribbean Group said on Thursday two guests on its cruise liner, *Adventure of the Seas*, had tested positive for COVID-19. Both guests were not vaccinated and had been quarantined before they disembarked on Thursday in Freeport.

CNBC adds that "*both guests were unvaccinated and under the age of 16. One guest is asymptomatic and the other is experiencing mild symptoms,*" according to the cruise line.

The two infected guests and their travel party disembarked in Freeport, Bahamas and are on their way home to Florida, Royal Caribbean said in a statement according to the '*Cruise Industry News*'.

The '*Miami Herald*' report that the positive cases were discovered five days into an eight-day cruise from Nassau, after the ship made stops in Cozumel and the company's private island in the Bahamas. Two children under 16 years old tested positive for COVID-19 were flown by Royal Caribbean back to the states in a private jet.

The two COVID-19 positive guests on this cruise ship brings the total number of Royal Caribbean ship guests and employees, on cruise ships operated by the company, who tested positive in the last four weeks to nineteen (19), including:

- 13 crew members on the *Odyssey of the Seas* on March 24th and June 10th; and
- 4 crew members on the *Anthem of the Seas* on June 20th.

Including the two passengers on the *Celebrity Millennium*, owned by Royal Caribbean, who tested positive on June 10th, the total infected in the last month on Royal Caribbean owned cruise ships is twenty-one (21).

This brings the total number of positive COVID-19 cases since the cruise industry was shut down last year to 239. Taking a cruise during a pandemic remain dangerous, particularly so if you are unvaccinated and as the new Delta variant continues to emerges. Taking children, who can't be vaccinated yet, on a cruise is the height of irresponsibility.

There is a risk of spreading the virus by unvaccinated cruise guests to member of the port communities which usually have a much higher rate of unvaccinated people.

### **The CDC's New Color Coded System**

The newspaper explained the CDC's new four color coded system as follows:

Ships without any COVID cases are noted as green and have been given the go-ahead to sail with passengers or to make other preparations to begin their return. Ships listed



as yellow or orange in the CDC system have reported COVID cases and are more closely monitored as they continue to make preparations. Ships with a red status aren't allowed to sail.

The CDC will begin an investigation if more than 1 percent of crew members report infections, according to the agency's guidelines.

The CDC's four color coded system show that exactly half of Royal Caribbean's cruise ships in U.S. waters have orange or yellow codes. The *Allure of the Seas*, *Independence of the Seas*, *Mariner of the Seas*, *Oasis of the Seas* and *Odyssey of the Seas* all have orange codes. The *Freedom of the Seas* and the *Serenade of the Seas* both have yellow codes and are under investigation by the CDC.

### **The *Jewel of the Seas* – Cyprus**

Six crew members tested positive for Covid-19 this week on the *Jewel of the Seas*, which is sailing from the island of Cyprus on seven-night cruises calling at Piraeus, Rhodes, Crete, Mykonos and Santorini until October of this year. At least 13 crew members are under quarantine. Additional testing, using the PCR testing procedures, are taking place today.

This information is provided by a crew member on the ship who wishes to remain anonymous. All crew members onboard (more than 800) are reportedly fully vaccinated with the AstraZeneca vaccine.

This cruise ship is currently operating outside of U.S. waters and the CDC's jurisdiction. The CDC's color coding system do not apply in European waters, otherwise the *Jewel of the Seas* would be coded orange or perhaps yellow.

There is an absence of reporting outside of the U.S. so it is not unusual for there to be no local newspapers reporting on the COVID status of the *Jewel of the Seas*, unlike the Galveston newspaper's excellent coverage of the COVID situation aboard the *Independence of the Seas* in Galveston. Royal Caribbean has contracts with the Port of Galveston and Galveston County Health District which are far more likely to confirm basic health information to a local reporter than a cruise company operating outside of U.S. waters without media inquiry.

Today, the CDC website showed that the *Carnival Breeze*, which sailed from Galveston, was under an orange code reflecting at least one positive COVID-19 case on the ship. The *Carnival Miracle* is also coded orange. Notably, the *Carnival Conquest*, *Carnival Freedom* and *Carnival Horizon* are all coded yellow and remain under investigation for COVID-19 cases.

In a watershed moment for the comeback of cruising, Royal Caribbean late Monday will kick off the first voyage to the "last frontier" state by a major cruise ship since the last week of September in 2019.

The seven-night sailing on the line's 2,143-passenger *Serenade of the Seas* will begin in Seattle and feature calls at the Alaskan ports of Sitka, Icy Strait Point, Juneau and Ketchikan.

Royal Caribbean will be just the first of more than half a dozen major cruise lines to restart sailings to Alaska in the coming weeks — all out of Seattle.

The sailings are restarting just eight weeks after President Joe Biden [signed legislation](#) that temporarily allows foreign-flagged cruise ships such as those operated by Royal Caribbean to sail to Alaska without stopping in Canada, as is normally required by law.

The legislation, called the Alaska Tourism Restoration Act, was necessary for Royal Caribbean and other major lines to restart cruises to Alaska because [Canada currently is closed to cruise ships](#) due to the COVID-19 pandemic.

Alaskan legislators who pushed for the waiver have said the restart of big-ship Alaska cruising is critical to the economic survival of Alaskan tourist towns such as Juneau and Ketchikan, which rely on cruise ships to deliver more than 90% of their visitors in a normal year.

Royal Caribbean's *Serenade of the Seas* sailing in Alaska. Tourism is a huge part of the Alaskan economy, and cruise ships play an outsized role in bringing tourists to the state. In a typical year, Alaska draws about 2 million visitors. Of those, nearly 1.2 million — or almost 60% — come by cruise ship.

The restart of cruising to Alaska comes just weeks after cruises finally restarted in the Caribbean after a 15-month hiatus brought on by the COVID-19 pandemic. Cruising is ramping up in Europe, too.

The three regions are the biggest for cruising around the world. Cruising around the world halted in March 2020 after the COVID-19 outbreak was declared a pandemic, and most cruise vessels around the world have yet to restart operations.

In sailing to Alaska out of Seattle, *Serenade of the Seas* becomes just the second Royal Caribbean ship to resume voyages from a U.S. port since the COVID-19 pandemic began. If this was a typical July, Juneau would be packed with as many as 14,000 cruisers a day streaming off as many as five or even six large cruise ships.

Liz Perry, the CEO of the town's tourism office, Travel Juneau, noted on Friday morning, Juneau is expecting at most about 3,500 to 5,000 cruisers from a maximum of two ships on any single day in the coming months. And even levels that high will be relatively rare. On many days, the cruise visitor numbers will be far below that.

Royal Caribbean operated its first sailing out of a U.S. port in 16 months on July 2, when its 3,926-passenger *Freedom of the Seas* resumed trips out of Miami. The voyage

came less than a week after Celebrity Cruises' *Celebrity Edge* became the first major cruise vessel from any line to sail from a U.S. port in 16 months.

While many major U.S. vacation destinations on land, including Disney World near Orlando, reopened to tourists many months ago, cruise lines have been delayed in restarting sailings in U.S. waters due to restrictions implemented by the U.S. Centers for Disease Control and Prevention (CDC).

Until recently, the CDC had blocked all but the smallest cruise ships from sailing in U.S. waters. This effectively shut down big-ship cruising in not just U.S. waters but also all of North America. Most big cruise ships that sail in North America use U.S. ports as a base.

Like all the lines in the midst of restarting departures, Royal Caribbean is implementing a long list of new health and safety measures designed to prevent the spread of COVID-19 onboard *Serenade of the Seas*.

The new measures include a requirement that all passengers 16 years of age and older show proof of vaccination before boarding. Passengers under the age of 16 can sail without a COVID-19 vaccine, but they will be required to take a PCR test for COVID-19 when checking in at the terminal and an antigen test for COVID-19 onboard the ship near the end of the voyage.

Passengers under the age of 2 are exempt from the testing requirements. In addition, all passengers ages 2 and up, including vaccinated passengers, will have to wear masks on board the ship when in interior areas, and the ship's venues will be configured for social distancing. Some ship venues will be open to vaccinated passengers only.

Travel parties with unvaccinated passengers will not be able to leave the ship in ports unless they purchase a local tour through Royal Caribbean.

Cruise fans have waited with bated breath as operations slowly resumed in North America over the past 45 days or so. A travel journalist was on the very first voyage to allow U.S. passengers in more than a year, and two vaccinated cruisers tested positive near the end of the sailing. What unfolded in the half-day that followed was an exercise in trust between everyone onboard and the cruise line, which was charged with keeping us safe.

Here, we'll take a look at some ships that have had cases recently, how those cases were handled, what it meant for other cruisers onboard and some reasons why you shouldn't worry too much if it happens on your voyage.

The below isn't a comprehensive list of all cases, but hopefully it demonstrates the low numbers we've been seeing, especially accounting for the fact that, collectively, the total number of people (crew and passengers) onboard voyages that have happened in the past month and a half was in the tens of thousands.

Although these sailings had cases, the voyages were able to continue as scheduled with no limitations to port calls or onboard activities for those who weren't ill.

- **Celebrity Millennium cases:** 2 fully vaccinated adult travel companions
- **Adventure of the Seas cases:** 2 unvaccinated teenagers traveling in the same group
- **Freedom of the Seas cases:** 1 unvaccinated adult

Because cruising in the age of COVID is still new to everyone, the situation can vary by cruise line, ship or itinerary. Decisions are made based on protocols each line has in place, how large the vessel is (larger ships have more robust medical capabilities), local regulations and agreements made between cruise lines and the ports they visit.

These two sailings both ended early because a small number of passengers tested positive. The former ended because the small-ship line had an agreement with Alaska to return to the ship's port of embarkation to disembark the sick passengers.

The latter was cut short after a miscommunication between government entities left passengers — even ones who tested negative — unable to go ashore in two small ports on the itinerary.

- **American Cruise Lines' American Constellation cases:** 2 fully vaccinated adults, 1 crew member (vaccination status unknown)
- **Viking Sky cases:** 1 fully vaccinated adult

COVID-19 protocol if someone tests positive cruise lines are ready to spring into action if someone exhibits symptoms or tests positive while sailing. In either of those cases, you can rest assured that the following will occur.

**Quarantining:** The ill passengers will likely be tested again to rule out the possibility of a false positive. If the result is the same after more than one test, the affected cruisers will be moved to cabins, usually near the onboard medical center, designated for quarantining. They will remain there for the duration of the voyage or until they can be safely disembarked for medical treatment or repatriation.

**Contact Tracing:** The ship will employ various methods of contact tracing, ranging from shore excursion lists and wearable trackers to facial recognition that taps into onboard surveillance camera footage.

**Isolating:** After close contacts have been determined, they will be isolated, with ship officials directing them to remain in their staterooms until a member of the medical staff can test them.

**Testing:** Testing of all close contacts will be implemented by the ship's medical staff while those passengers are isolated in their cabins. Results can take several hours to

be processed, and cruisers who have potentially been exposed to the ill travelers will be required to stay in their staterooms until those results come back. Anyone testing negative will then be permitted to leave their room; anyone testing positive will start the whole process over again.

Most ships aren't sailing fully vaccinated, but they are sailing with a high percentage of immunized travelers. Although most cruisers will have been fully inoculated by the time they embark, we know that it's still possible for a case or two of COVID-19 to sneak its way onto vessels here and there. But, that's not a reason to lose your cool; here's why.

**Enhanced medical capabilities:** There are now extra doctors and an entire team of nurses on most large ships, along with onboard testing capabilities. Ships also have the ability to contact trace, isolate/quarantine and test anyone exposed if a case is found on your ship.

**Backup plans for the backup plans:** Cruise lines have spent more than a year learning about COVID-19, how it spreads and how to keep it from doing so on their vessels. They have invested significant time and money to train officers, crew and medical staff in everything from frequent, extra-powerful cleaning procedures and testing/quarantining protocols to evacuation in the improbable event that there is a larger outbreak. They also have agreements with local authorities in each port of call to account for what happens if passengers need shore-side medical treatment, as well as contingencies in case those plans change.

**Cruise lines' massive debt:** Cruise lines were totally unable to sail with paying passengers in key North American markets for more than a year. Even now, only a handful of lines are sailing with just a fraction of their vessels. To stay in business, the lines' parent companies have put themselves tens of billions of dollars in debt to survive. Paying back those funds requires the restart to be successful, and even one sizeable outbreak could set the industry back months. Therefore, apart from general decency and customer service, they have a vested interest in keeping COVID-19 at bay for financial reasons. When the truth breaks out into the public the cruise lines face massive litigation and settlement costs. This is the primary reason the cruise industry has to keep a lid on this since their insurance will not pay for claims related to **5G** related law suits. Cruise lines as well as the telecoms are required to self-insure!

**CDC guidelines ... for now:** A [recent judgement](#) from a U.S. appellate court ensures that the U.S. Centers for Disease Control and Prevention's cruise restart safety guidelines remain in place for now. Among the requirements is a mandate that ships commit to sailing with at least 95% of the onboard population (crew and passengers) fully vaccinated. Any vessels wishing to allow for a higher percentage of unvaccinated passengers (such as Royal Caribbean's ships, which carry a large number of young children who can't get the shots) must undergo CDC-supervised test cruises first.

**Unvaccinated Europe sailings:** Vessels from several lines — including MSC, Costa and AIDA — resumed voyages last summer with great success, outside of the CDC's

jurisdiction and long before vaccines were approved and made available to the public. This proves safe sailing is possible long term. Now that vaccines are playing into the equation, they provide an even more impenetrable layer of protection, in addition to the safety measures lines have already been taking for months.

The bottom line is if a couple of positive cases pop up on your cruise, don't panic. Your ship has a regimented set of protocols in place, which it will deploy with the goal of stopping the virus in its tracks and keeping it from spreading.

This is cruising in 2021, not 2020, and the chances of one or two cases turning into another [Diamond Princess situation](#) are slim to none because cruise lines are prepared, and most passengers are vaccinated. It's also unlikely that your itinerary will be adversely affected, but if it is, the crew will do all they can to keep you and your fellow passengers calm and comfortable.

Travel — particularly right now — is a highly personal, subjective decision. You need to be flexible and realize that protocols and itineraries can change rapidly, sometimes daily, for a number of reasons. If you're not ready to cruise right now, there's nothing wrong with waiting until you're comfortable. Just know that, when you decide to step back onboard, the cruise lines will do all they can to keep you safe.

A Genting Cruise Lines' ship on a "cruise to nowhere" has returned to Singapore after a passenger was suspected of having contracted COVID-19 and the nearly 3,000 passengers and crew on board have been confined to their cabins.

A 40-year-old passenger tested positive to a Polymerase Chain Reaction (PCR) test onboard and had been conveyed to hospital for further testing after the ship docked early on Wednesday, the Singapore Tourism Board said. The PCR test has been proven useless to confirm any evidence by its inventor, and most have been unreliable since purchased from China two years ago.

"The passenger was identified as a close contact of a confirmed case on land, and was immediately isolated as part of onboard health protocols," the board said in a statement. The global cruise industry has taken a major hit from the coronavirus pandemic, with some of the earliest big outbreaks on cruise ships in Asian waters.

Singapore, which has seen relatively few domestic COVID-19 cases, launched "round trips" on luxury liners in November, with no port of call during a few days of sailing.

Dream Cruises' *World Dream* had 1,646 passengers and 1,249 crew members onboard and all of them were required to remain in their staterooms with contactless meals sent to them, Dream Cruises, a part of Genting Cruise Lines, said.

The guest suspected of having COVID-19 had tested negative in a mandatory, pre-departure antigen rapid test before the shipset sail for a three-night cruise on Sunday.



The cruise ship *World Dream* is docked at harbor after turning back due to positive coronavirus disease (COVID-19) case on board, in Singapore July 14, 2021.

The passenger's three traveling companions tested negative and were isolated while further contact tracing was being done, the tourism board said.

Only essential service crew with personal protective equipment were being allowed limited movement within the ship, Dream Cruises said.

Passengers said they found out about the suspected case in an announcement at around 1:00 a.m.

*"We were prepared for the possibility,"* said passenger Suryana Ali in an online session with media organized by the operator.

Several guests on board the docked ship could be seen chatting to one another across their private balconies, a Reuters witness on Singapore's waterfront said.

The cruises to nowhere, restricted to Singapore residents, have become popular during the pandemic with very limited other travel opportunities because of coronavirus restrictions.

Tan Choon Seng, 51, was on his third cruise this year with some friends when the bad news came through, but at least it was nearly the end of the holiday, he said. *“We are thankful that this happened at 1 a.m. so we were done with all the activities,”* Tan said. Tan said he was worried about quarantine but would go on a cruise again. The passengers said they were waiting to be told when they could disembark.

*World Dream’s* next sailing, a two-night voyage departing on Wednesday, has been canceled.

In December, passengers on Royal Caribbean’s *Quantum of the Seas* vessel were held in their cabins for more than 16 hours in Singapore after a suspected COVID-19 case on board. But that turned out to be a false alarm.



Queen Elizabeth Test Positive for COVID-19  
**Crew Members Aboard Cunard’s Queen Elizabeth Test Positive for COVID-19**



A discerning cruise fan in Britain who raised the issue whether Cunard has had all of its crew members on the *Queen Elizabeth* vaccinated yet.

In short = no = yet all passengers must be fully vaccinated when their cruises resume 19 July to 1 October 2021!!!

The *Queen Elizabeth* is currently moored off the coast of Dorset. Cunard says that it is working with the Southampton Port Health to “*successfully contain the situation*” by *putting in place its “approved isolation protocols.”*

ITV reports that a Cunard spokesperson said: “*We have comprehensive health and wellbeing procedures in place to protect all on board, which have been developed with guidance from our global medical, public health and industry experts and in close coordination with Government departments.*”

Whatever Cunard’s new health protocols may be, it seems reckless at this late date not to have a fully vaccinated crew within 14 days of resuming cruise operations with guests.

According to the Cunard website, Cunard resumes operations on July 19, 2021 as the *Queen Elizabeth* will sail with guests on board for a series of UK “British Isles” voyages from Southampton. Beginning on October 13, 2021, the ship will resume sailing internationally with voyages to the Iberian coast and the Canary Islands.

Since cruising was shut down in March of 2020 (and without considering the unknown number of Cunard crew cases reported here), there have been 239 cases of COVID-19 on cruise ships in Europe. The last COVID-19 cruise fatality case involved the death last week on June 30, 2021 that of a senior officer, here in the U.S., who was employed by Carnival Cruise Line.



Senior Officer Angelo Strano for Carnival Cruise Line dies of COVID-19. Chief Engineer Angelo Strano worked for Carnival for the past thirty-four and one-half years after starting his career with Carnival in December 1986. Officer Strano worked on a number of Carnival Cruise Line ships dating back to the *M/S Jubilee* and *TSS Festivale* in the late 1980’s and early 1990’s.

Officer Strano reportedly contracted the coronavirus on a Carnival cruise ship around early May of this year. He was subsequently hospitalized in the U.S. for treatment of the virus for over the past two months. Over 150 of his former friends and colleagues at Carnival spoke fondly and highly of this well-liked gentleman. Many dozens of his former colleagues sent their condolences to his surviving wife and young children who live in the town of Riposto in Sicily, Italy.

USA Today: *“We have detected a small number of Covid-19 cases amongst crew members joining Queen Elizabeth,”* Cunard president Simon Palethorpe told USA TODAY in a statement.

Cunard did not share medical details of the crew, including whether they had been vaccinated. The BBC reported that the ship has about 800 crew members on board. According to Cunard’s website, the *Queen Elizabeth* can carry just over 2,000 passengers and 1,000 crew members.

According to government guidance, only domestic cruises are allowed in the U.K. during its third step in the path to cruising’s resumption after it was shut down by the COVID-19 pandemic last year. By July 19, the U.K. is expected to reach its fourth step, lifting social distancing and capacity restrictions. Right now, only up to 1,000 passengers, or 50% of capacity, are allowed on board domestic cruises – limit that doesn’t apply to the crew.”

### **Carnival Selling \$2.4 Billion Bond to Buy Back Costly Debt**

July 21, 2021 By Paula Seligson (Bloomberg) —

Carnival Corp. is selling \$2.4 billion of new ‘junk’ bonds to refinance debt the cruise ship company took on last year, when it was forced to pay high interest rates amid doubts about its ability to weather the pandemic.

Pricing discussions on the new debt are in the 4%-4.25% range and reflect the strong demand for high-yield bonds as investors hunt for bigger returns. That would slash borrowing costs for Carnival because the proceeds will fund an offer to buy back about half of the 11.5% coupon debt the company issued in April, 2020.

An investor call was held earlier Wednesday and the seven-year secured notes are expected to price later in the day, according to people familiar with the matter who asked not to be named discussing a private transaction.

Carnival’s stock rose more than 9% Wednesday to \$23.25 as of 1:40 p.m. in New York. The existing 11.5% notes last traded at 113.875 cents on the dollar last Thursday, according to Trace bond pricing data. At almost 14%, this was a good deal as long as it lasted.

Holder of about \$2.4 billion of the \$4 billion 11.5% notes accepted the tender offer by the early deadline of July 19, after the company offered to buy back as much as \$2 billion of the securities, the company said in a statement on Monday.

Investors who accepted the early deadline and agreed to a change in the contract for the existing notes will receive 114.25 cents on the dollar. Holders that say yes by the final deadline of August 2 will receive 112.5 cents.

The evidence to date since the cruise lines began sailing at the beginning of July has not been promising in any way, form or fashion. The last thing I would ever recommend would be investing in the “junk” bonds as the Bloomberg report tagged them. I am certainly not a financial adviser but I am savvy regarding the markets and have dabbled in the markets over the years and I do follow the business and finance sectors. That said, the cruise industry is simply in deep doo doo! Plain and simple, the industry is between a rock and a hard place at this time with the bugaboos of **5G** wireless energy as a dark grey storm cloud will dog the industry for the foreseeable future.

Now to the revealing of a huge secret and this goes a long way in making sense out of the events since early 2020. Pay close attention to what I am about to share in where **5G** fits into the global scene at this time.

Most of you are unfamiliar with what was launched on October 31<sup>st</sup> / November 1<sup>st</sup>, 2019, in Wuhan, China, which was nothing short of being earth-shaking. Wuhan was designated as one of three “smart” cities where **5G** wireless energy would transform the world to the “Internet of Things”. Unfortunately, for the industry, our Creator put limits on the human body’s ability to keep up with technology. I will explain what the public is not being told about **5G**. Since the discovery of electricity, and with each new application, man has able to adapt to the next level of technology over a period of a few months to a few years. But life has reached its limit for adaptation of the human body.

This health issue is addressed in Dr. Arthur Firstenberg’s book *‘The Invisible Rainbow: The History of Electricity’*. He documents the five or six levels of technology application whereby man faced the need to adapt to the physical changes brought to life. Dr. Arthur Firstenberg’s book is required reading for anyone wanting to understand why **5G** technology and the human body are not compatible!

The human body resonates with the Earth and nature at the **7.83 Hz.** frequency level. Today, the new **5G** operates in the range of **24-300-GHz**, and at **60-GHz**, it will kill you in a second! I am very serious about that. You are not being told this by anyone in the telecom industry, the cruise line operators or travel agency reservation booking agencies, or by those who expect to make billions off of it. The telecom industry projected in 2019, a future profit of \$17-Trillion dollars by the move to the **5G** technology. In 2018 and 2019, I was receiving investment solicitations offering the quoted figure of between \$12-Trillion and \$17-Trillion in Internet advertising for **5G** wireless energy. That amounts to the equivalent of the entire U.S. GDP for one year, and affords the luxury of buying silence by blaming **5G** sickness on a so-called rogue novel virus and that the world has to be Vaxxed if you want to be free. It may be profitable for the telecom industry, but they have to self-insure since **none** of the major refinancing institutions like AIG, Swiss-Re or Lloyds of London will reinsure the industry claims that will follow as this expands worldwide. Why you ask?



As long as the governments of the world and telecoms can keep people believing they are sick from a rogue novel virus the longer they can hide the truth that it is wireless energy making people sick and even killing them in the process. Profits precede public health and safety with the telecom industry and the FCC which maintain a revolving door for the regulatory process. The charts above and below offer a starting point of reference in determining causality of why people are getting sick and dying. Unless the public wakes up from its slumber of getting faster downloads of videos and movies, they will most likely die with the remote in their hands.

Since first writing about **5G** wireless energy, I have written nearly a hundred articles on the dangers of **5G**, quoting and referencing published works of experts in their fields. My own interest was piqued with the beginning of bee colony collapse in the fall of 1996, at the very time the wireless cell phone became the rave of the public. I also developed Lymphedema one week after having Wi-Fi installed in our residence back in 2010. Suffice to say, I know a lot more than the general public and write and speak with a lot of research under my belt.

# SYMPTOMS OF 5G EXPOSURE VS. CORONAVIRUS INFECTIONS

SYMPTOM	5G	CORONAVIRUS
Sperm / Testicular Damage	✓	✓
Neuropsychiatric Damage	✓	✓
Cellular DNA Damage	✓	✓
Apoptosis (Cell Death)	✓	✓
Cardiac / Blood Pressure Disruptions	✓	✓

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But back to the cruise industry, it is only a matter of time when the owners and operators will be faced with shutting down or to remove the new features that sit atop of each of these floating hotel restaurants. They have no choice but to follow the line of the CDC and WHO in order to keep their investments profitable or sell those cruise ships for scrap! At least a dozen cruise ships went to European scrap yards this past year.

The smart operators will recognize that their bottom line will dictate the obvious and decide to cut their losses. I believe that by now they must recognize they were sold a product for which they never fully understood the health safety ramifications of the

invisible dangers that accompanied the promises for which they invested hundreds of millions of dollars in.



The link below will provide the reader corroborating proof of my premise on this being **5G** wireless energy and not the alleged Covid-19 which is only a computer-generated synthetic biology. <http://rense.com/general96/covid-19-not-a-virus.php> This article proved Covid-19 was a scam, and what is so shocking is that the WHO ordered nations not to do autopsies of those alleged to have died of Covid-19. This is an unheard practice and borders on criminality of the World Health Organization. Do read the link as it is short and succinct!

When you see these large white globes on a ship, any ship for that matter, you know the vessel has a **5G** antenna by its distinctive protection cover. **5G** antennas are on a spectrum of millimeter waves, a very narrow tight band width. Conventional cell towers send out 2G, 3G, or 4G signals at 120-degrees of arc. The signal from a **5G** antenna is analogous to a school teacher's laser pen used to point to something on a black board. A simple sheet of paper will block the laser pen light, and so the same for a **5G** antenna.

This is because of the need to maintain signal strength contact, its antenna must be kept clear and free of any obstructions such as dust, fog, rain, ice, sleet, snow, sea mist, cloud cover, etc. The distinctive globe shape protects the **5G** transceiver dish antenna free of the weather elements. To keep a strong communications link the energy has to be modulated so as to maintain connection so not to break a clear signal. Think of it as tuning your AM/FM radio to obtain a clear and strong audio signal. Since the **5G** antenna or transceiver uses a millimeter wave signal, it requires a modulated energy level to maintain download of the cruise ship's cell, video, or data features, its capacity operates in the band width of **24-GHz to 300-GHz** range.

Medical and scientific studies have long been known to show that at **60-GHz**, a **5G (RF)** or radio frequency will consume 98% of the oxygen in a person's lungs. That said, it would be fair to say that all maritime operations of **5G** will be maintained at the lowest level possible without added risk causing sickness or even death to those on board the vessel. The U.S. Navy had over 15,000 cases of so-called Covid-19 in 2020, including a dozen or so deaths of Navy personnel who were working in the proximity of radar and communications equipment on their ship's bridge deck. The evidence suggests that younger and healthy men experience fewer health issues working around wireless energy.

Most of the Navy deaths were men in their 40s, and a few were Navy Reservists in their late 40s and early 50s. What we have learned from the CDC data concerning the alleged Covid-19 deaths has an average age of 74.3 years. This would be expected with the elderly who are more likely to have comorbidity issues from related health issues.

When the *Diamond Princess* was sequestered at sea for nearly a month, crew and passengers had the distinction of being "lab rats" During a cruise that began on January 20, 2020, positive cases of COVID-19 linked to the COVID-19 pandemic were confirmed on the ship in February 2020. 712 people out of 3,711 became infected (567 out of 2,666 passengers and 145 out of 1,045 crew), and 14 people, all of them passengers, died. At the time, the ship accounted for over half the reported cases of SARS-CoV-2 outside of mainland China at that time. It was March 1<sup>st</sup> before all passengers were removed.

Unbeknownst to the passengers and crew, as the daily sickness rate climbed, they were captive to the entertainment provided by the **5G** Medallion-Net brought directly into the passengers' rooms. They continued to be exposed to EMF **5G** wireless energy in the form of their television, internet, and cell phones. Of the 14 deaths, all were in their 80s and 70s, and one was in her 60s.

The story given was that the *Diamond Princess* departed from the Port of Yokohama on January 20, 2020 for a round-trip billed as a tour of Southeast Asia during the Lunar New Year period, with 2,666 passengers and 1,045 crew on board.

An 80-year-old passenger from Hong Kong, China, had embarked in Yokohama on January 20. He had been in Shenzhen, Guangdong Province, China on January 10, then returned to Hong Kong and flew to Tokyo on January 17<sup>th</sup> to board the ship. He developed a cough on January 19<sup>th</sup>, but he went on board. He left the cruise when the ship reached Hong Kong on January 25<sup>th</sup>. I thought this entire story to be somewhat strange for someone his age. I'm mid 80s and it's not something I would do.

The cruise continued. On January 31, the ship docked in Taiwan, which according to Vice Premier Chen Chi-mai was *"the earliest country to activate epidemic prevention measures against this disease."* A paper in the *'Journal of Medical Internet Research'* authored by Chen, describes how the passengers of the COVID-19 stricken cruise ship

were later traced using mobile phone geolocation, and how their 627,386 contacts were alerted through text messaging.

### Confirmed cases on *Diamond Princess*

Date (JST)	Tested (cumulative)	Confirmed (cumulative)	Notes and ref(s)
3 February			Berthed at the Port of Yokohama
5 February	31	10	
6 February	102	20	Calculated from reports
7 February	273	61	
8 February	279	64	
9 February	336	70	
10 February	439	135	
12 February	492	174	Calculated from reports
13 February	713	218	
15 February	930	285	Includes 73 asymptomatic cases
16 February	1,219	355	Includes 111 asymptomatic cases
17 February	1,723	454	Includes 189 asymptomatic cases
18 February	2,404	542	Includes 254 asymptomatic cases
19 February	3,011	621	Includes 322 asymptomatic cases
20 February	3,063	634	Includes 328 asymptomatic cases
26 February	4,061	705	Includes 392 asymptomatic cases
5 March	3,618 <sup>*1</sup>	696 <sup>*2</sup>	Includes 410 asymptomatic cases

\*1: Actual number of individuals tested. \*2: Excluding cases found after disembarkation.

Asymptomatic means these individuals showed NO symptoms of being sick. There are huge issues with those being without symptoms and how they categorized, i.e., did they have the alleged virus or not? Where were their cabins or staterooms? Etc.

Of the 712 infections, 145 occurred in crew and 567 occurred in passengers.

The median age of the crew was 36 while the median age of the passengers was 69.

Passengers were sequestered to their state rooms or cabins for a total of 39 days under the premise of a novel virus might be spreading contagion. The *Diamond Princess* really was a Petri dish experiment if all the facts are to be known. In recent reports from further investigation, there are a half-dozen reports that the virus may have existed several months earlier, both in China and elsewhere in Europe. Several sources recently have provided evidence that Chinese nationals in October went around the world releasing their bioweapon. Cliff High noted this on his post of July 25<sup>th</sup>, 2021. Cliff confirms that we are at war with China. This war was provoked by the UK MI6/CIA. This war began with financial hegemony issues, and proceeded to their weaponizing the ordinary cold virus exploiting populations deficient in Vitamin D<sup>3</sup>.



My suspicion is that this is behind the weather warfare being waged against China two years running. China's agricultural output of rice, corn, and wheat was reduced to approximately 20% of normal in 2020 because of the massive rain and flooding. In the past week, the Chinese have had to blow up earthen dams to reduce the pressure on reservoirs backing up and threatening millions up stream as well as downstream where the Three Gorges Dam is located. A recent report stated that 400 million Chinese people reportedly will have to relocate this year due to the massive flooding of China's fields and cities. The Three Gorges Dam is the suspected target, as it was deformed in 2020 from the daily backup of water.

The story is that the Chinese double-crossed the globalist elite plan and the rains and flooding are payback for the Chinese plan to rule the world. The Three Gorges Dam could break any time as a result of the weather war being waged. More further down in this report. This leaked story that follows adds to the intrigue of the Chinese secrecy.

There is a report that has revealed that a Chinese military scientist filed a patent for a Wuhan coronavirus (COVID-19) vaccine prior to the March 2020 pandemic. It stated that People's Liberation Army (PLA) scientist Yusen Zhou filed the paperwork for the vaccine in February 2020 before he mysteriously died. The report's revelation appeared to support emerging claims that the pathogen behind COVID-19 emerged from a laboratory in the Chinese city of Wuhan.

According to *'The Australian'*, Zhou worked at the Beijing Institute of Microbiology and Epidemiology. The PLA-controlled Chinese Academy of Military Medical Sciences oversaw the institute. He graduated from the academy in 1998, garnering first prize for the PLA's scientific and technical progress award. Zhou subsequently worked under PLA Senior Colonel Wuchun Cao – who also sits on the board of the Wuhan Institute of Virology (WIV).

Aside from his work with the PLA, the report said Zhou also “worked closely” with WIV scientists. The researchers he collaborated with at the WIV included Dr. Shi Zhengli – dubbed the “*bat woman*” due to her research on bat coronaviruses. Both Zhou and Shi focused on “*new infectious disease pathogens*” and immunology as their fields of research.

Outside of China, the PLA scientist also had ties to American educational institutions. Zhou did his post-doctoral research at the University of Pittsburgh School of Medicine. He also closely worked with the New York Blood Center – as evidenced by a study published in February 2020. Zhou joined 12 other researchers – including some from the center – in examining the pathogens responsible for the Middle Eastern Respiratory Syndrome (MERS) and Severe Acute Respiratory Syndrome (SARS).

Their study found that the MERS and SARS coronaviruses could be used as avenues for antibody-based antiviral drug therapy. The 13 authors also remarked that the “*novel molecular mechanism for antibody-enhanced viral entry*” they worked on could “*guide future vaccination and antiviral strategies.*”

Zhou's patent filing for the vaccine also reflected this earlier study. The application stated: *"The invention relates to the field of biomedicine, and relates to a COVID-19 vaccine, preparation methods and applications."* The patent also added that the vaccine's fusion protein can be utilized to create other medical treatments for the disease.

Zhou's WIV ties only support the theory of the institute's *"secret military activity"*

A *'New York Post'* report touched on the mysterious demise of Zhou. According to the paper, the award-winning PLA scientist died in May 2020. However, there were no reports or tributes about Zhou published in Chinese media outlets. His death was only mentioned in passing – listing him as "deceased" – in a July 2020 media report and a December 2020 scientific paper.

Nevertheless, the close working relationship between Zhou and Shi only supported claims of the WIV conducting *"secret military activity."* Declassified U.S. intelligence released in January 2021 attested to this allegation, The *'Australian'* noted.

It said: *"Despite the WIV presenting itself as a civilian institution, the U.S. has determined that the WIV has collaborated on publications and secret projects with China's military."* The intelligence also noted: *"The U.S. and other donors who funded or collaborated on civilian research at the WIV have a right and obligation to determine whether any of our research funding was diverted to secret Chinese military projects."*

The COVID-19 laboratory leak theory first gained ground during the Trump administration, but was dismissed by scientists and mainstream media. Negative sentiment against former President Donald Trump contributed to the lab leak possibility being branded as a "conspiracy theory." Meanwhile, China insisted early on that the virus did not escape the Wuhan facility. It instead pointed to the city's Huanan Seafood Market as the possible site of the animal-to-human transmission.

But sentiment toward the lab leak theory appeared to be doing a complete 180-degree turn. Many leading scientists worldwide have pushed for a further probe of the WIV. Even incumbent President Joe Biden called for a re-investigation of the Wuhan laboratory despite closing an earlier probe led by former Secretary of State Mike Pompeo. Biden said in a May 26 statement that he has asked the intelligence community to *"redouble [its] efforts and analyze information ... [toward] a definitive conclusion"* on the origins of COVID-19.

Speaking to the *'Arkansas Democrat-Gazette'*, U.S. Senator Tom Cotton (R-AR) said the current administration's response was *"better late than never, but far from adequate."* He continued that the U.S. intelligence community has been looking at the lab leak theory for more than a year. *"They've done good work on it, but in the end – the answer lies in the hands of [the Chinese government,] not people working for American intelligence agencies,"* Cotton said.

The lawmaker also pointed out that Beijing officials have not been transparent on the COVID-19 pandemic's origins. He told the paper: *"We should be insisting that they come clean ... [and] provide us a clear and unvarnished look at what was happening in the Wuhan labs."*

I have just finished reading an exhaustive historical background to Weather Warfare. Peter R. Kirby discusses weather warfare in his book, *'Chemtrails Exposed: A New Manhattan Project'*. The U.S. Air Force stated years ago their plan was to own the weather by 2025, which was achieved seven years earlier than planned. China is experiencing rain like nothing experienced in modern history. On Thursday, July 22<sup>nd</sup> China received a record 110-inches of rain. They have had to blow up earthen dams upstream in central Mongolia, hundreds of miles away from the huge Three Gorges Dam electrical power generation dam. It has all the ear marks of Weather Warfare with rain of these records. Regardless of this issue with China, there is two overlapping issues, and it will become much clearer when you can keep these two differentiated:

- **first** there is the matter of leaking a bioweapon at the Wuhan Institute of virology, and
- **second** the activation of "smart city" technology known as **5G** wireless energy.

My primary point is to point out that the first one became a convenient cover to hide the inherited weaknesses of wireless energy. Most of the public is under the delusion and fear of a rogue virus is making people sick and dying from the virus. Nothing is more effective than the fear of a virus like Ebola and so a new rogue novel virus works just fine.

We are caught in the throes of the greatest financial crisis of history. This is best understood by Martin Armstrong. Martin Armstrong is the by far the world's foremost Econometrics Forecaster. I have followed his work for more than three decades, even when he was imprisoned by the Justice Department for refusing to share (give up) his computer program with the CIA.

Martin Armstrong was the subject of the 2015 film documentary, *'The Forecaster,'* about the shockingly accurate forecasting system that he developed, called the "Economic Confidence Model" and about how he was imprisoned for eleven years, seven of which were for contempt, for refusing to turn over his model to the CIA and to Wall Street.

Armstrong joined a few days ago in an interview with Greg Hunter and the first interesting observation he makes is about why the U.S. dollar hasn't hyper-inflated into oblivion yet. He suggests it's because Federal Reserve Chairman, Jerome Powell isn't really going along with the World Economic Forum's climate hoax "Green New Deal" agenda, which Armstrong suggests also means that Powell will be replaced by a dutiful climate hoaxer, like everyone else Joe Biden has installed as his agency heads.

Armstrong describes the post-COVID economy, with the complete collapse of the bond market in Europe as the biggest financial disaster in human history. *"Everything we*

*know – the whole Keynesian Model – has collapsed...What institution is going to buy a bond from Europe with a negative interest rate? Pension funds need 8% to break even. You have bankrupted all the pension funds over there. It is a complete disaster. This is the greatest financial crisis in human history, and people don't understand what is going on...Watch Europe. It's the canary in the coal mine for the next big crash."*

Armstrong doesn't believe that the Globalist elites will succeed in transforming the U.S. into a Communist utopia *"but they are going to destroy the country in the process"* and Shanghai will become the world economic center. This is related to the Chinese double-cross pay back!

Back in 1972, Dr. Henry Kissinger cut a deal in opening China to the West. Acting on behalf of the International Banking Cartel, headed by the House of Rothschild, they offered China the chance to take over the U.S. territory for its source of food for 1.5 billion people. The objective was to remove the U.S. as the leading nation of the world and the Rothschild's would fund the plan. The one thing you do not do and get away with is to double-cross the Rothschild's. China began to assert its economic growth over the past three decades and break their deal with the Rothschild's. Follow Martin Armstrong here as we get the background to this scheme.

His proprietary computer program has been predicting these events for years. He continues *"I am not exaggerating. This is going to be the greatest financial debacle in human history. Nobody – but nobody – has attempted to collapse an economy to re-'Build Back Better'. Nobody! These people are out of their minds, who think you can actually do that. They're delusional. They think that they can control the economy...You can't do this. This is why Communism fails. You cannot create an economy and manage it with a central authority..."*

*"But as bad as it is, with Biden, etc., Biden cannot impose these rules nationally. They can in Britain, France, Germany, etc. We have 50 states, the 50 states are independent and have their own sovereignty...Biden cannot put in an order that everyone must be vaccinated. He's trying to apply pressure to all the...businesses to do it, because he can't. He also can't put in national decrees of the nature to shut the economy down."*

*"So that's the difference between the US and Europe. In France, Macron can shut down the entire country and impose 6 months in prison if you don't get vaccinated. Biden cannot do that here. This is why you're still seeing the stock market holding up, despite it looks like it should crash and you have capital still moving in this direction. So right now, the US is still the safe haven in the world, simple as that."*

Martin Armstrong does not see a major stock market crash, like in '09 or 1929. *"If the stock market was going to crash in that magnitude, that means capital flees equities and goes to bonds. Do you really think major institutions are going to run and buy government bonds at this stage in the game?"*

He feels that the perceived inflation of the dollar is actually about the COVID lockdown-caused supply chain disruptions and the Biden administration's kneecapping of the petroleum industry. He also talks about how any tangible asset (gold, silver, real estate, etc.) is a good bet in the coming financial reset.

As for cryptocurrencies, he believes that as soon as the governments are ready to launch their own (cashless) digital currencies, they will confiscate everybody else's, because they will not tolerate competition and it's all about the tax revenue.

This is hard for most people to comprehend and I hesitated to bring this up but it really speaks to the both aspects of what I noted above. Martin Armstrong says by 2032, the U.S. will cease to exist as a nation. China will become the financial capital of the world, and Europe and the U.S. will collapse. Martin Armstrong predicts the greatest debacle of history will destroy the West as the financial capital of the world. The UK was once the financial capital before the U.S. gained that position following World War II. The International Banking cartel moved their sovereign wealth capital to China with the opening of China by Dr. Henry Kissinger during the Nixon administration during the 1970s. The U.S. Dollar became the "Reserve Currency" of the world at Bretton Woods, NH, in 1944. China began its war of hegemony about a decade ago but the recent CCP double-cross has resulted in the blocking of China becoming King of Cash.

The importance of what may seem as a distraction from the cruise industry issue and return to sailing as normal is to explain the need to differentiate between these two overlapping issues which people have not been able to isolate and separate. The faked virus was weaponized by the CCP but it offered the globalists a means they latched onto it as a way of enslaving the world.

The globalists have used the virus as a convenient cover story, a ruse to enhance their power and control in the transition to a world where humanity is merged with technology built around 5G wireless energy which has an inherent human limitation or weakness that is illustrated in the charts earlier in this article. This is a classical Catch 22! We are facing a dilemma from which there is no escape because of mutually conflicting or dependent conditions.

As a student of the Bible, I submit to you there is a ray of sunlight in all of this chaos. The global turmoil supports a New World Order as the Bible infers and the world will essentially beg for a world leader to solve this dilemma. Unfortunately, despite his expertise, and understanding of the economics of what the world is caught up in, Martin Armstrong is not a man of Biblical faith, but God has it all under control and a last minute plan to deliver those who have placed their faith in Jesus Christ. Deliverance comes before Judgment is a foundational doctrine of the Bible! But I can assure you It's not going to be a world you want to be left behind in the coming months.

A few final remarks on the cruise industry issue is needed. The industry has billions on the line that is not earning them a dime of profits, and in many cases they have dug deeper holes of debt by borrowing against collateral they expect will return to cruising

as normal, but folks it isn't going to happen. The question of interest to me is does the cruise operators know or understand what they are facing? The answer to that question has profound implications, particularly in litigation claims.

If they do know, they may be attempting to return to cruising and somehow try to operate without the **5G** transceivers. They may decide to eat the cost of their recent investment and return to using the government's GOES satellite system as before and say nothing. Or they may try to operate their new **5G** wireless band width at reduce energy levels to minimize passenger exposure. This is not as simple as it might seem since **5G** operates in the **24 GHz to 300 GHz range**. The charts on pages 20 and 21 confirm the kind of known damage wireless energy will do to passengers exposed to **5G** on a cruise ship for a week or longer. This is not my opinion, this is scientific and medical proof from testing done over the past fifty years. Airport body scanners operate at **10 GHz** and were directly tied to TSA agents being diagnosed with cancer. **5G** was developed as a weapons system intended to harm and kill! It operates at **60 GHz**.

Since the WHO's declaring the pandemic in March, 2020, articles linking the virus to **5G** began to disappear from the Internet and others are being blocked, This only raises questions as to why they want to keep this information out of the public eye! You can begin to understand why I say this is a Catch 22! I was downloading and saving **5G** technical paper, articles, and years before the shut down began. The fact that 25% of the cruise ships have begun to sail, either as trial sailings or revenue passengers, are reporting alleged so-called Covid-19 infections is circumstantial proof that the real issue is the new **5G** wireless technology. The coming weeks of summer and fall will prove to be most interesting. Keep in mind that the telecom industry has potential profits of \$17-trillion riding on their ability to keep this tied to a rogue virus that does not exist, nor did it ever exist. They are counting on the public's ignorance as they fatten their wallets with cash.

Blessings,

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