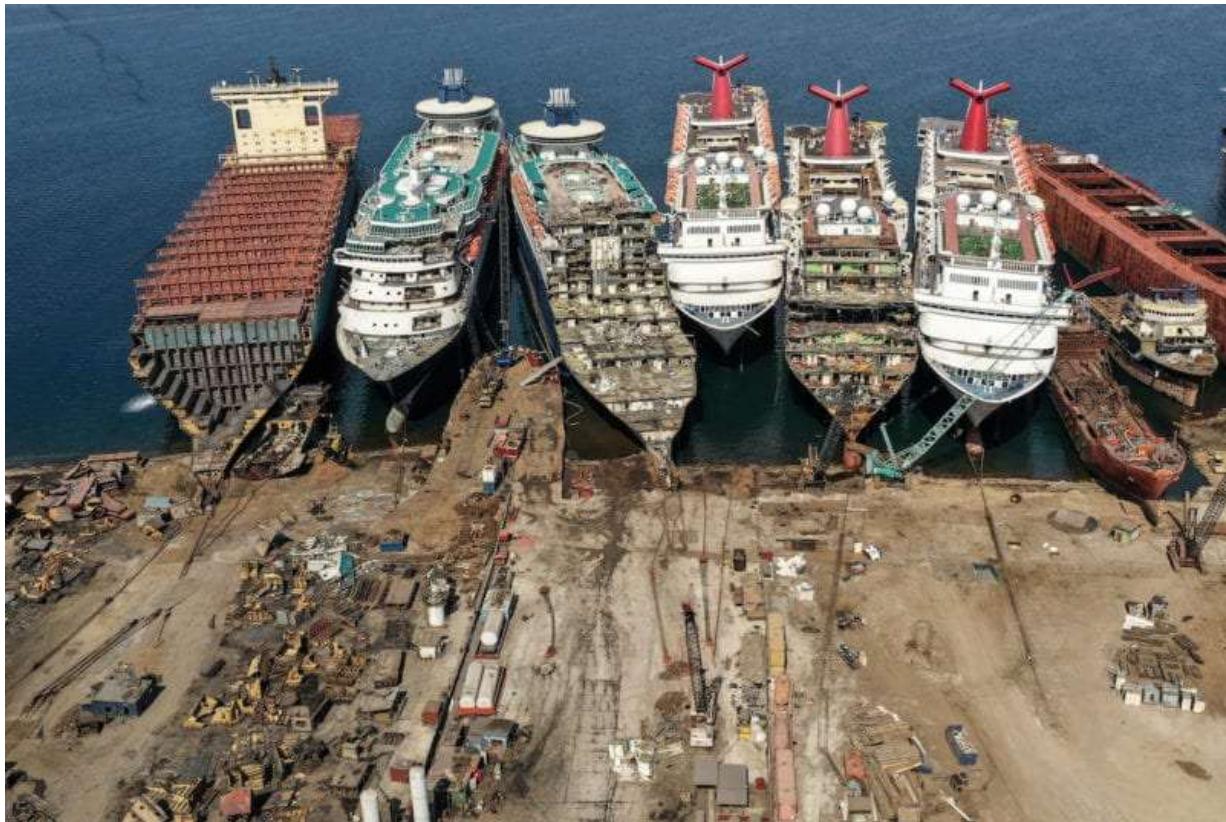


The Booming Business of Recycling Cruise Ships



Carnival Fantasy was a ship famous for its outlandish décor, all-night revelry and its size—back when 2,000 was an incredible number of passengers. The “Fun Ship” vibe it introduced in 1990 came with such whimsical spaces as an Egyptian-themed piano bar, decorated with a fake sarcophagus, and a glitzy glass-topped atrium that was the hub of the social scene.

Today the Fantasy is attracting a whole different breed of booty-seeker. In July, the 30-year-old ship sailed to the Aegean Sea, wrapping its final voyage in the shipbreaking capital of Aliaga, Turkey.

Its resting place there is a demolition yard where old cargo ships, tankers, research vessels—and now cruise ships retired during the Covid-19 pandemic—get torn apart and broken into pieces. In this case, they’re not being broken in half to get upgraded and stitched back together. Instead, circling the Fantasy’s partially deconstructed innards are buyers from all sorts of industries, looking for rock bottom deals on everything from artwork and kitchenware’s to electrical wires and stainless-steel sinks.

For the cruise company, it's an opportunity to recoup at least some value from an asset that's currently acting as dead weight; while ships' values decline with age, the Fantasy was originally built for about \$225 million. And for the recycling companies that buy the vessel for cash and take on the hazardous task of emptying all its valuables, it's a matter of a months-long salvage resale on steroids.

Cutting the Losses

It's hard to gauge how exactly much money is made off of cruise ship recycling. Companies don't immediately disclose the sale prices of the vessels after relinquishing ownership, and the resale value of their most sought-after commodity, scrap steel, fluctuates in each global market on a daily basis.

But the business is booming.

Next to Carnival Fantasy in Aliaga are two other Fantasy-class ships built in the late 1990s. And next to them are two former Royal Caribbean vessels (scrapped by Royal's Spanish partner line Pullmantur Cruceros). The ships all had big fan bases, even as they aged. Fantasy and its sister ships started 2020 full of passengers bent on fun-in-the-sun activities in the Caribbean, Bahamas, and Mexican Riviera.



The ships would have left the fleet in coming years even in a healthy industry; the pandemic sped up the process, with owners of idled vessels hemorrhaging cash and looking to cut their losses.

In its third quarter filing, Carnival Corporation said it planned to sell 18 “less efficient” ships in 2020, resulting in a 12% reduction of its nine-brand fleet. “Those ships were giving us a bad drain,” Carnival CEO Arnold Donald said during a recent webinar with the Society of American Travel Writers.

Going, Going, Gone

Without much of a market for second-hand tonnage, the main worth of the ships is the steel that makes up the superstructure.

If, for instance, Carnival Fantasy has 15,000 tons of steel in its superstructure, the scrap may sell for upwards of \$4.7 million based on current global market prices—though other factors also come into play, such as local prices and demand.



Along with the risk of these market fluctuations, the buyer also takes on the uncertainty of just how much metal can be salvaged. Pre-1990s ships tend to have more steel in their hulls and underwater plating, but those built in the '90s and after can bear lighter and stronger alloys. Close examination of the photos indicate that they all had the signature “white globes” or protective covers of 5G satellite antennas.

Either way, steel and metal scraps will travel to a smelter to make rebar for construction projects around the world. Steel from some other dismantled ships can find its way to Turkey's large car manufacturing industry, where it might become parts for a Toyota or a Ford.

Aluminum, copper, and stainless steel are also salvaged and resold, along with other valuable commodities that mostly remain in Turkey. The ripped out teak decks on Fantasy may end up in local shops, restaurants, and homes. Theater scenery and lighting may find its way into show productions. Even the tackiest artwork has some value, and can end up in restaurants throughout the country.

Buyers come to the yard for everything down to the bolts and nuts. Even if a used toilet sells for a fraction of the shelf price, multiply that amount by a few thousand—given the number of cabins and public spaces on each ship—and it can add up to a substantial sum.

According to Orbay Simsek, vice president of the Aliaga-based Simsekler Ship Recycling Company, there are even markets for kitchenware, closets, and blankets.

Basically anything and everything that can be sold, sells. Everything must go. Even the sarcophagus.

Eco-friendly Shipbreaking

Taking apart ships is a controversial topic, thanks to concerns over both human and environmental risks. It's one of the most dangerous jobs in the world, according to Wouter Rozenveld, director of Sea2Cradle (SC2), an expert in green ship recycling who was hired by Carnival to oversee the safe dismantling of its ships. Each Carnival vessel may take up to nine months to break down, he says, and the blowtorch-based work comes with constant fire hazards.

Those hazards are amplified when the recyclable component pieces, like furniture, cabling, piping, and machinery inside each deck have to be carefully taken apart and separated says Ehud Bar-Lev, who oversees assessment services at maritime specialist Lloyd's Register.

The extra steps in disassembly also increase potential for hazardous waste spills, containing everything from oily residues to sludge, asbestos, and coolants in fridges.

To prevent those incidents, the Turkish shipbreaking yard undertakes its work in a concrete holding area that catches debris; in similar facilities throughout India and Bangladesh, the process may happen on the beach. Rather than letting toxic chemicals spew into the water, the Turkish yard collects the materials, has them cataloged by Sea2Cradle, and then hands them over to the government-run Ship Recycling Association of Turkey for proper disposal.

Carnival Corporation saw these precautions as a marketing opportunity, making a highly unusual move to publicize its efforts as “responsible recycling.” But it was the shipbreaking yard, not Carnival that saw the biggest windfall as a result: never before has Aliaga seen five mega cruise ships in its harbor.

There may be more coming in the months ahead. Lots more!

“The longer the pandemic rages on in the world, the more cruise ships will end up in scrapyards, and my guess is at an increasingly younger age,” says ManWo Ng, a maritime management professor at Virginia’s Old Dominion University. “Even if a vaccine becomes available, how many of us will be comfortable jumping right back on cruise ships?”



Cruise ships are seen docked at Miami port as the tourism industry is affected by the spread of the coronavirus disease (COVID-19), in Miami, Florida, U.S., March 26,

The Centers for Disease Control and Prevention (CDC) on Friday issued a framework for a phased resumption of cruise ship operations after a no-sail order issued in March in response to the coronavirus pandemic expires on Saturday.

The CDC said it was requiring testing and additional safeguards for crew members. A U.S. House of Representatives committee is investigating if the White House last month blocked the CDC from extending the no-sail order through mid-February. The no-sail

order issued in March came amid a rising number of coronavirus cases on cruise ships. On Friday, shares of major cruise lines Carnival Corp, Norwegian Cruise Line and Royal Caribbean Cruises closed up around 5% following the CDC order.

“Subsequent phases will include simulated voyages to test cruise ship operators’ ability to mitigate COVID-19 risk, certification for ships that meet specific requirements and a phased return to cruise ship passenger operations,” the CDC said.

The Cruise Lines International Association, which represents 95% of global ocean-going cruise capacity, said companies are “committed to resume sailing in a responsible manner that keeps public health in the forefront.”

The cruise industry has committed to “100% testing for passengers and crew prior to boarding, mask-wearing, physical distancing requirements, highly controlled shore excursions” and other precautions, the association said.

The CDC said in a Sept. 30 order that “cruise ships continue to be an unsafe environment with close quarters where the disease spreads easily and is not readily detected.”

Representative Sean Patrick Maloney, who chairs a House subcommittee on maritime transportation, in a letter to the CDC warned of the dangers of cruise ships amid the pandemic.

“The insidious nature of COVID-19 and the physical infrastructure constraints on cruise ships makes containing potential outbreaks on board these ships an incredibly difficult task even with the best practices and procedures in place,” Maloney wrote.

The CDC said earlier that from March 1 through Sept. 28, data showed “a total of 3,689 confirmed cases of COVID-19 or COVID-like illness cases on cruise ships and 41 deaths.”

In contrast, Canada has extended a temporary ban of cruise ships with more than 100 overnight guests in Canadian waters until Feb. 28.

The 40-page order, which was posted on the CDC website, suggested the CDC first wants to see that cruise lines have a plan in place for keeping their ship crews healthy and safe. But it’s clear that the expiration of the agency’s no-sail order does not mean cruise ships necessarily can sail in November or even December.

The order suggested that some cruise lines may be allowed to return to cruising more quickly than others, depending on how quickly they satisfy CDC requirements.

“This framework allows for individual cruise lines to progress through phases at variable paces,” the order said. “This enables cruise lines successfully implementing public

health measures to return to passenger operations more quickly while others by necessity may move more slowly.”

The CDC order included many pages of requirements that cruise lines will have to meet before they can be awarded a Conditional Sailing Certificate.

The order also suggested that the epidemiologists at the CDC continue to see cruise ships as places that are inherently more likely to be hotspots for COVID-19 transmission than other settings.

“Current scientific evidence suggests that, absent mitigation measures of the type needed to prevent further transmission, cruise ships would continue to pose a greater risk of COVID-19 transmission than other settings,” the order said.

The cruise industry has spent the summer designing new COVID-related health and safety protocols to implement when cruising resumes, if ever!

You’ll now have to wait until at least January to take a cruise with Norwegian Cruise Line, Oceania Cruises or Regent Seven Seas Cruises.

The parent company of the three brands, Norwegian Cruise Line Holdings, on Monday said it would extend its halt to cruise operations through at least Dec. 31.

Until today, the company only had canceled sailings through the end of November. The Norwegian Cruise Line Holdings announcement comes just three days after the U.S. Centers for Disease Control and Prevention (CDC) lifted its longstanding “no-sail” order for cruise ships sailing in U.S. waters — a seemingly positive sign for the cruise industry. But the CDC replaced the no-sail order with a new “framework for conditional sailing” order that will require lines to jump through a number of hoops before they can resume sailing.

Among the requirements of the new order is that cruise lines apply for what the CDC is calling a Conditional Sailing Certificate at least 60 days before they want to resume sailing. That means that even if a cruise line applies for a certificate today, it wouldn’t be able to resume sailing in U.S. waters until at least January 1st at the very earliest.

There are a number of other requirements in the new order that could push back the resumption of cruising for some lines even further in a best-case scenario.

Norwegian Cruise Line operates some of the world’s biggest cruise ships including the 3,998-passenger Norwegian Encore. The Norwegian Cruise Line Holdings announcement also comes as COVID-19 case counts in both Europe and North America are soaring. The U.S. in recent days has been recording more than 80,000 new coronavirus cases per day, on average.

Cruising has resumed in a very limited way in recent months in parts of Europe, led by Europe-based lines such as MSC Cruises, Costa Cruises and TUI Cruises. A handful of lines in other parts of the world including French Polynesia also have resumed limited sailings.

But a surge of COVID cases in Europe in recent days, and resulting lockdowns in some countries, is prompting a growing number of ocean and river lines operating there to shut back down.

Germany-based AIDA Cruises last week canceled all sailings through the end of November just days after restarting limited operations in Europe. Costa Cruises last week also canceled a significant number of cruises and scaled back plans to expand voyages in the coming months. River cruising across Europe in recent days has essentially ground to a halt.

"Current scientific evidence suggests that, absent mitigation measures of the type needed to prevent further transmission, cruise ships would continue to pose a greater risk of COVID-19 transmission than other settings," the order said.

All cruise lines around the world halted departures in March as the coronavirus outbreak grew and many have yet to restart operations. Norwegian, Oceania and Regent are among the lines that haven't operated a single departure since March. Due to the CDC's "no-sail" order, there has been no cruising since March in North America.



The MS Marco Polo is one of the oldest cruise ships in service, but you can see from its upgrades earlier in 2020, it sports all the markings of wireless 5G EMF at sea. It is flag registered in the Bahamas, and operated by CMV Cruises. It is reinforced for Arctic tours and operates in general non-regular travel routes. It is smaller with a capacity of 850 passengers and was built in 1965. Its former name was the MS Aleksandr Pushkin, and was refurbished this year with the latest of wireless communications to keep it in competition with other cruise lines with much larger capacity. It offers somewhat longer and exotic cruise itinerary bookings.

MS Marco Polo itinerary program is based on round-trip cruises departing from UK (homeport London Tilbury). The ship visits popular destinations in Europe, such as Baltic Sea (Russia, Scandinavia), Norway (Norwegian Fjords), North Sea (British Isles), Iceland. In winter 2017-2018 Marco Polo will sail to France, Spain, and Portugal leaving roundtrip from Belfast, Bristol, and Liverpool.

In 2020, CMV Marco Polo offers a 78-night "Grand Africa and Indian Ocean" world cruise itinerary departing on January 2, 2020, from Bristol Avonmouth. The voyage visits a total of 31 ports on 3 continents. Early booking prices started from GBP 12,000 per person (double occupancy rates).

The itinerary includes two Equator crossings and one Suez Canal transit. Among the visited countries are Namibia, South Africa, Kenya, Tanzania, Seychelles, Reunion, Mauritius, Maldives, Sri Lanka, India, Egypt, Jordan, Oman, Israel, Mediterranean points. Shore excursions options include Table Mountain (Cape Town), overnight safari, Taj Mahal (Agra), and Mumbai.

The trade association representing 95 percent of the global ocean-going ships says its members will maintain the voluntary suspension of cruise ship operations in the U.S. through the end of the year. From the information known regarding the installation of 5G capabilities on cruise ships to have global wireless, cell phone service, without disrupted or service dependent upon the U.S. Geo-Satellite network, the cruise industry cannot function without the 5G millimeter beamed satellite signal system and have total global coverage. **It is impossible to have both:** EMF radiation safe health and instant communication at any GPS coordinates on the high seas.

Cruise Lines International Association members include brands of Carnival Corporation, Royal Caribbean and Norwegian Cruise Line, the three largest cruise ship groups. Each made their own separate announcements related to suspending U.S. cruises through the end of the year on Monday.

The voluntary suspension comes less than a week after the U.S. CDC issued framework guidance to resume cruise operations in earnest despite surging cases and recent warnings from government scientists that cruise ship travel exacerbates the spread of COVID-19. The CDC's No Sail Order, which was first issued in March and later expanded multiple times, expired on October 31.

The framework requires cruise lines to “demonstrate adherence to testing, quarantine and isolation, and social distancing requirements to protect crew members while they build the laboratory capacity needed to test crew and future passengers.

CLIA said today that extending the sailing suspension through the end of the year will give its members time to implement the extensive measures set out by the CDC and the guidance of outside public health experts.

The suspension has created unprecedented losses for cruise lines and beaten down cruise stocks. According to CLIA, the cruise industry generates over \$53 billion in annual economic activity and supports 421,000 jobs in the United States. The cancellation of cruises since nearly eight months has resulted in estimated losses of more than \$25 billion in economic activity and over 164,000 American jobs.

The Association issued the following statement on behalf of its members:

“As we continue to plan for a gradual and highly-controlled return of cruise operations in the U.S., CLIA members are committed to implementing stringent measures to address COVID-19 safety, including 100% testing of passengers and crew, expanded onboard medical capabilities, and trial sailings, among many others. We share a common goal with the U.S. Centers for Disease Control and Prevention (CDC) to protect public health, which has been affirmed and reaffirmed consistently throughout the industry’s response to the global pandemic. As we work to operationalize a path forward, our members have agreed to extend our existing suspension of U.S. operations through December 31. This action will provide additional time to align the industry’s extensive preparation of health protocols with the implementation requirements under the CDC’s Framework for Conditional Sailing and Initial Phase COVID-19 Testing Requirements for Protection of Crew. We recognize the devastating impact that the pandemic continues to have on the 421,000 Americans whose livelihoods are connected directly to cruise operations. We will work with urgency to advance a responsible return to cruising while maintaining a focus on effective, science-based measures to protect public health.”

CLIA’s statement added:

“In the nearly eight months that cruise operations in the U.S. have been suspended, CLIA members have been diligent in the planning and development of rigorous protocols in the interest of the health and safety of passengers, crew and the communities cruise lines serve. The public health protocols that CLIA members have agreed to adopt have been informed by the recommendations of world-class experts in public health and science, as well as the experiences of CLIA member lines who have resumed sailing in Europe and other parts of the world with approval from local and regional governments.”

The industry is plagued with a problem that are not going to be able to solve, and the plague is not a virus, no matter how hard they tried to perpetuate the lie that Covid-19 is

a virus. Covid-19 is a scam being perpetuated to hide the harm that 5G EMF toxic radiation poisoning.

Quoting the CLIA's own figures, the cruise industry generates \$53-billion dollars into the overall economy and 421,000 jobs. The industry has spent hundreds of millions of dollars to refurbish cruise ship communications as a selling feature to cruise passengers. The market sector that is predominate in cruise ship bookings are those ages 50 and over, as much as 70 percent are of retirement age 65 and older. The inescapable factor that exposes the industry's Achilles heel is 90 percent of their elderly customer base has comorbidity issues of pre-existing health issues such as heart, kidney, liver, and respiratory lung issues. This population base is by nature prime candidates for wireless energy 5G radiation poisoning.

The reader can see why I call this the cruise industry's Achilles heel. In case you are not familiar with the idiom, it means a weakness or vulnerability that can lead to permanent destruction or downfall. In Greek mythology, the hero Achilles was killed after being struck in the heel—the only weak spot on his body. I have been stating from day one of this whole scamdemic, 5G wireless EMF has been the real issue being fronted as the cause which can destroy an industry!

If I am wrong, those cruise ships being sent to scrap yards around the world would be undergoing periodic renovation during their down time. The above pictured MS Marco Polo is 60 years old. Remember, 2019 was a record year for the cruise ship industry, and 2020 would have set records for the industry. To call cruise ships “incubators” for a virus is as dishonest as you can get.

All the obfuscation will never silence the truth. In times of a war truth is the first victim. The cat is out of the bag for sure as more and more evidence trickles into the public domain. With the Internet it is virtually a near impossibility to keep the lid on truth, and people with a sense of decency, honesty, integrity, and a passion for truth will find one way or another to get the word out.

The elite are getting scared as this information is being shared around the world, and we are reading reports that Dr. Fauci and Dr. Birx are calling for greater government enforcement of policies supposedly designed to prevent the spread of a virus that does not exist, has never been proven, never subjected to the standards required by Koch's postulates, and the apostle John said: **“And ye shall know the truth, and the truth shall make you free.”** -(John 8:32).

When you know the truth, you are not intimidated by the so-called experts and their excrement peddling to scare and fear-monger those in power. There is prophetic insight in the movie “The Wizard of Oz” as the cruise industry floats between a rock and a hard place. When the little dog “Toto” pulled back the curtain the scam was exposed!

The cruise industry has nowhere to hide or to run from. You may be able to fool some of the people all the time, but it does not fly that you can fool all the people all the time.



Truth always has a way to get out in the end. In this case, it is my opinion that 5G toxic EMF wireless technology can never be passed off as a stupid virus. Although they share the five or six basic symptoms, true science has already begun to see through the scam. Look for many more cruise liners to hit the scrap yards. Six cruise lines have already filed for bankruptcy and are closing permanently.

Initial law suits against cruise lines by passengers who were victims of Corona virus claims have been dismissed in the courts; however, when the connection is made to linking passenger sickness to 5G wireless toxic EMF radiation poisoning, the legal issues will snowball. This is evident by the telecom industry advising its stockholders that the telecom industry may face law suits in the future. They do advise stockholders that self-insurance is required since the re-insurance firms like Lloyds of London and AIG have for more than a decade advised the telecoms they will not insure for claims related to wireless communications.

Keep your ears and eyes peered on radio commercials for the “ambulance chaser” law firms to begin to catch on to the 5G issue and begin to line up class-action law suits. I have said since the second week of January, 2020, this virus was the patsy for 5G wireless EMF. Like the medical community, law firms are always interested in their next cash cow of litigants.

Koch's Postulates

1. The same pathogen must be present in every case of the disease;
2. The pathogen must be isolated from the diseased host and grown in pure culture;
3. The pathogen from the pure culture must cause the disease when it is introduced into a healthy but susceptible organism.
4. The pathogen must be isolated from the inoculated animal and be shown to be the original organism.

Above you find the “Gold” Standard to confirm the existence of a vaccine. These are known as the Koch's Postulates. Not until the Koch's Postulates have been conducted can anyone claim they have discovered a virus, not Dr. Anthony Fauci, not Bill Gates, not Dr. Robert Redfield, not Dr. Deborah Birx. When all the evidence has been studied and analyzed, it will become *prima facie* proof for the indictment of the forenamed individuals for “murder by injection”.

A few days ago on November 2nd, 2020, Rense.com posted an article on this fraud. You can read the report at <https://rense.com/general196/coronavirus-fraud.php>

Various research labs have requested samples of Covid-19 from the CDC, only to be told that they do not exist. The CDC lied and apparently thought they could hoodwink the public into believing this huge scam. The CDC is not the only facility in the nation that studies virology. This is not the first time in history that CDC, NIAID, WHO, NIH, FDA, have misled the public about the truth with their dishonesty.

The book '*Virus Mania*' has chronicled the corruption of the "Germ Theory" of Louis Pasteur. One of the biggest crimes exposed in '*Virus Mania*' was the false diagnosis that HIV=AIDS. There is no evidence whatsoever that HIV=AIDS. The authors of '*Virus Mania*' on page 136, virtually every publication and professional journal was asked to provide clear evidence to the following questions:

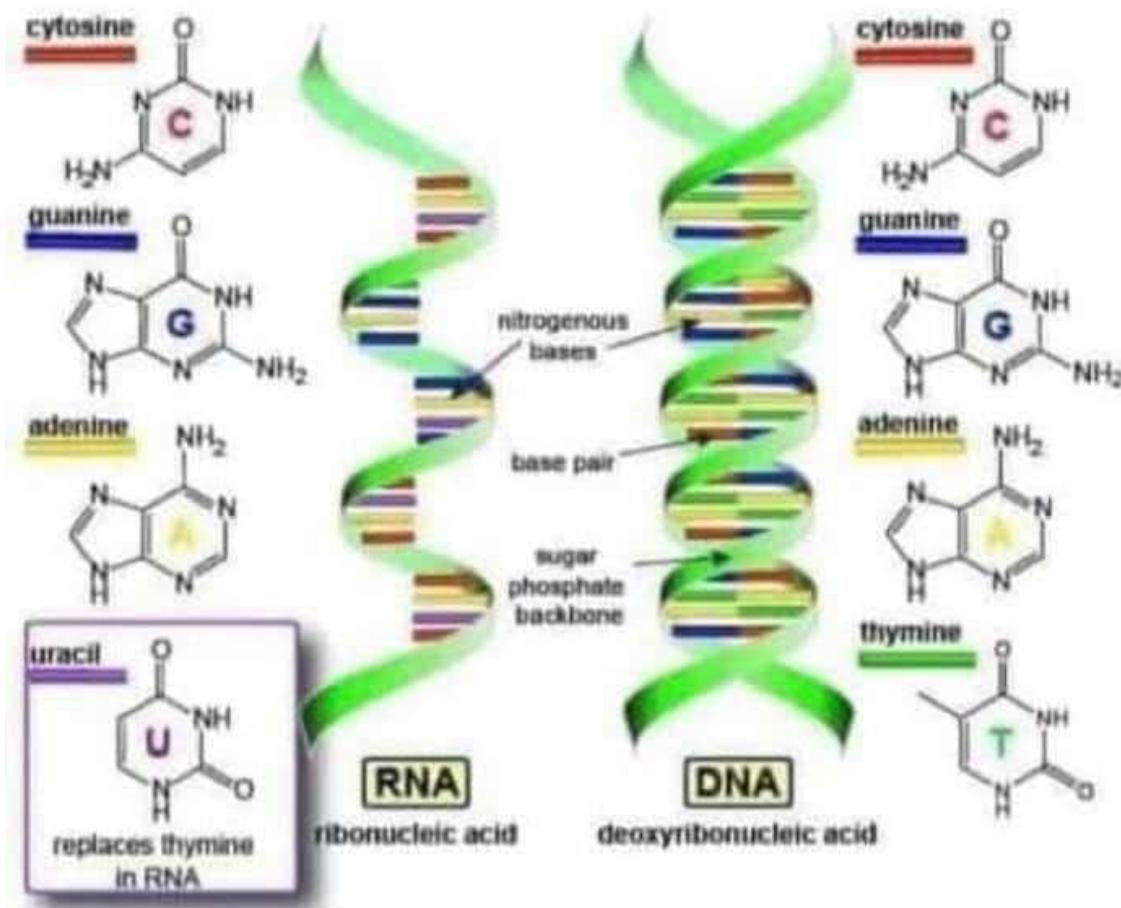
- That the existence of HIV has been proven
- That so-called HIV antibody tests and PCR viral load tests as well as the CD4 keeper cell count specifically diagnose HIV/AIDS
- That HIV is the sole or primary cause of the diseases group together as AIDS
- That HIV is contagious and can be transmitted through sexual contact or blood
- That antiretroviral preparations are effective and prolong lifetime
- That the AIDS statistics proclaimed by the WHO and UNAIDS are sound.
- That non-viral factors such as drugs, medications and malnutrition can be ruled out as primary causes

But today, 2020, more than thirty years later, no one has come forward with the evidence to prove their case. None of the crowd saying that HIV=AIDS has been able to prove their case. They stonewall all questions, and rely on ignorance and time for these questions to go away. Our own government and the agencies funded by your tax money.

What is now more of concern is that the CDC In an unprecedented move has stopped tracking Influenza data for 2020-21 Flu Season! Basically, anyone dying from "influenza-like" symptoms is all lumped together into supposed flu deaths each year. Autopsies are seldom performed to prove cause of death. The CDC has admitted publicly in the past that these numbers are just "estimates." If the real number of those infected with the influenza virus, and resulting deaths, were vastly lower than what the CDC reports based on their "estimates," the public would have no way of knowing it. So this has presented quite a dilemma for the CDC for the first couple of weeks of the 2020-21 flu season, which have just passed. Because "flu-like" symptoms could also be attributed to COVID-19, and they have the now widely known ineffective COVID PCR test to back up these claims, which also kicks in federal funding for hospitals to treat COVID patients. As one might expect, with the media widely reporting that cases of COVID are now increasing just as flu season starts, reports of flu cases have dropped dramatically during the same time period last year. Across the globe, it has been reported that incidents of influenza have dropped by about 100%. Whoops! How did the CDC allow these numbers to be published? In an apparent response to media reports about the fast declining flu cases here at the beginning of the 2020-21 flu season, the CDC did what any corrupt agency would do which doesn't want the public to know the truth: They decided to "suspend data collection for the 2020-21 influenza season." This is unprecedented, and has never happened before.

The cruise lines have no choice but to perpetuate the lie that the Corona virus or Covid-19 is the issue, they have no choice with all the money on the table involved. The stakes are in the billions for the cruise lines. The CDC is likewise caught in multiple lies and corruption which necessitates their stonewalling the truth with more and more lies. We can expect the winter months becoming their defense to push their narrative. They said the next round would be more lethal, and when the country re-opened during the summer, Dr. Fauci and Eugenicist Bill Gates warned the world that Covid-19 or 20 would be worse come winter. They will depend upon your ignorance to deceive and distract people with fear-mongering. **YOU WILL BE INTIMIDATED, THREATENED,**

The new vaccine for Covid-19 will be the first of its kind EVER. It will be an mRNA vaccine which will literally alter your DNA. It will wrap itself into your system. You will essentially become a genetically modified human being.



AND LIKELY MANDATED BY GOVERNMENT TO RECEIVE AN "INJECTED" VACCINE THAT WILL CONTAIN LIFE THREATENING INGREDIENTS. THE GOAL IS

“DEPOPULATION”, and 5G is at the root of all this. Jesus said that even the elect would be deceived if possible, so remember this is all about deception (See Matthew 24:24; Mark 13:22). It is trick to get people to volunteer to take a weaponized mRNA vaccine that will modify your DNA with the potential to kill you.

YOU CANNOT CATCH A VIRUS. THE ONLY WAY YOU CAN GET A VIRUS IS BY ALLOWING SOMEONE WITH A SYRINGE TO PHYSICALLY “INJECT” IT INTO YOUR BODY. Molecular Biology and Virology have had decades to disprove this but the average person knows nothing about science and they see Big Pharma and the Medical world as gods. The human biome “immunity” is designed to fight off pathogens. This is proven by those who have had transplant surgeries, and in order to prevent transplant rejections people have to take “anti-rejection” blockers. God built into our bodies the best system of “immunity” possible. It was never intended to be used as a pin cushion for pharmaceutical experiments that brings them billions in profits and misery and pain to the victims!

The various pharmaceutical like Moderna (Dr. Fauci’s favorite company) are going to use a vaccine that has never been tried before, a mRNA, see chart below. They are not following the Koch Protocols, and those receiving the vaccine under the Trump “Warp Speed” plan are at the greatest risk known to the science of immunology.

Blessings,

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