

The Best Wi-Fi at Sea!

But is it really worth your Life?

Part 2

Nearly 150 Total Coronavirus Cases Confirmed on Cruise Ship in Japan

TOKYO, April 25 (Reuters) – Nearly 150 cases of coronavirus infection have been confirmed among crew members of an Italian cruise ship docked in Japan after health authorities finished testing everyone on board, an official said on Saturday.

The Nagasaki prefecture official said 57 more crew had tested positive, bringing the total infections on board the Costa Atlantica to 148, roughly one quarter of the vessel's 623 crew members.

Authorities began testing after one crew member tested positive for the virus earlier this week. No passengers are on board the vessel, which has been docked in Nagasaki in southwestern Japan since February for repairs and maintenance after the pandemic prevented scheduled repairs in China.

The official told a news conference that the prefecture was discussing with the national government how to handle the large number of positive infections on the ship.

He added that there was no change in plans to send those testing negative to their home nations as soon as possible.

The infection cluster on board the vessel comes as hospitals are running out of beds in some parts of Japan, where the national tally of virus cases has risen above 13,000. Some 350 people have died. Nagasaki, excluding the ship figures, has seen a relatively low number of 17 infections and one death.

Of those infected on board the Costa Atlantica, only one crew member has been admitted to hospital, while others remain on board, having shown slight or no symptoms.

Nagasaki authorities had quarantined the vessel on arrival, and ordered its crew not to venture beyond the quay except for hospital visits.

But prefecture officials said earlier this week that some of the crew had departed without their knowledge, and sought detailed information on their movements.

The cruise ship infections follow a similar incident earlier this year, when more than 700 passengers and crew tested positive for the virus on the Diamond Princess cruise liner docked in Yokohama.



Above: Aerial view of the Italian cruise ship Costa Atlantica. Note the 4 “golf ball” shaped domes on the upper level of the Costa Atlantica. Those are 5G antenna providing cruise passengers all the benefits of high speed Wi-Fi communications.

The operation of 5G 60-gigahertz Wi-Fi is only six months since it was launched in mid-September, 2019. The cruise ship industry is virtually all 5G equipped since the fall of 2019. Because the telecom industry has such a huge investment they are going to stone-wall the effects of EMF non-ionizing radiation until we are all dead. They have stated they stand to make hundreds of trillions of dollars for their investment.

FCC Chair Commits to Enhancing WiFi/5G During Pandemic Despite Warnings From Experts

TOPICS: [5GBN](#) [FrankConsumer](#) [RightsFCC](#) [InternetInternet](#) [of ThingsWiFi](#)

April 9, 2020

The Federal Communications Commission (FCC) will use any excuse to promote, force, and speed up 5G deployment (see [1](#), [2](#), [3](#), [4](#), [5](#), [6](#)) despite warnings from a growing list of highly

respected sources regarding more than severe biological and environmental health risks (see [1](#), [2](#), [3](#), [4](#), [5](#)).

From the [Ohio Star](#):

Federal Communications Commissioner Ajit Pai announced Wednesday a plan to dramatically increase the United States' wireless internet speeds to help pave the road to the kind of technology Americans can rely on to better cope with another coronavirus outbreak.

Pai [proposed](#) a plan to make 1,200 MHz of spectrum available for unlicensed use across the country as Americans become reliant on remote connectivity to slow the spread of COVID-19, which originated in China before traveling to the United States. Such a move could allow the so-called Internet of Things to pick up speed, connecting all devices to wireless internet.

"I've consistently said that @FCC's decision on 6 GHz band would be driven not by politics or press releases, but by physics. My plan reflects that: it's calibrated to protect incumbent users from harmful interference & allow #WiFi6 to thrive. Appreciate our engineers' hard work!" Pai said in a [tweet](#) Wednesday, referring to making the spectrum available on the 6 GHz band.



The Federal Communications Commission (FCC) will use any excuse to promote, force, and speed up 5G deployment (see [1](#), [2](#), [3](#), [4](#), [5](#), [6](#)) despite warnings from a growing list of highly respected sources regarding more than severe biological and environmental health risks (see [1](#), [2](#), [3](#), [4](#), [5](#)).

I've consistently said that [@FCC](#)'s decision on 6 GHz band would be driven not by politics or press releases, but by physics. My plan reflects that: it's calibrated to protect incumbent users from harmful interference & allow [#WiFi6](#) to thrive. Appreciate our engineers' hard work!

Pai also explained the move in a detailed blog post Wednesday on Medium, [telling](#) readers that he expects that “6 GHz unlicensed devices will become a part of consumers’ everyday lives.” If the FCC passes his proposal, Pai suggested, then it will play a role in the “Internet of Things, connecting appliances, machines, meters, wearables, and other consumer electronics, as well as industrial sensors for manufacturing.” The agency will vote April 23 on the proposal, which opens the 6GHz band for complete unlicensed Wi-Fi use. 6GHz has more than twice as much bandwidth as the traditional 5GHz.

[Read Full Article](#)

It’s no surprise that “*Industry analysts are championing the move.*” Unfortunately, for the rest of us

1. Cybersecurity experts have been warning for years about [Internet of Things \(IoT\)](#) technology and its [74% failure rate](#)
2. Utility “Smart” Meters have been [plagued with problems](#) from the jump (including [fires and explosions](#))
3. [Health experts have advised people NOT wear wearables](#) unless it’s absolutely necessary because of [RADIATION EXPOSURE](#).

The Federal Communications Commission (FCC) is not a health or environmental agency – HOWEVER – they are supposed to protect Americans by regulating the telecom industry. They were labelled a “[Captured Agency](#)” before Trump was elected and their catering to the industry has greatly intensified since he was elected (see [1](#), [2](#), [3](#), [4](#), [5](#), [6](#), [7](#)). Lawsuits have been filed against them for NOT protecting Americans from unsafe levels of wireless radiation (see [1](#), [2](#)) AND the insane “Race for 5G” (see [1](#), [2](#), [3](#)).

For many years, American Academy of Pediatrics and other health experts have warned that [children are more vulnerable](#) to all sources of [wireless radiation](#). Despite these warnings – there is still [no “safe” level](#) of exposure that has been scientifically determined for kids or pregnant women. Doctors, educators, and parents worldwide have been encouraging schools to replace WiFi with [wired internet](#) because of exposure risks (see [1](#), [2](#), [3](#)). Regardless, commissioners recently [refused to update the agency’s 24+ year-old wireless radiation exposure guidelines](#). One commissioner also recently [encouraged schools to provide WiFi Hot Spots to families](#) so kids can learn in virtual classrooms during the pandemic.

It’s all ridiculous and scary as hell. The telecom industry has still provided [NO scientific evidence](#) that 5G is safe. Cities, countries, and [organizations](#) have [banned it](#), filed lawsuits and issued moratoriums against it (see [1](#), [2](#), [3](#), [4](#), [5](#), [6](#)). Since 2018 people and animals have been getting sick where 5G has been turned on (see [1](#), [2](#), [3](#), [4](#)). [Few people have signed up for it](#) where it’s been installed. Silver lining – municipal leaders who haven’t taken action against it already can pass [emergency ordinances](#) to stop installation during the quarantine.

[Brave - The Browser Built for Privacy](#)

Activist Post reports regularly about unsafe technology. For more information, [visit our archives](#) and the following websites:

- [Americans for Responsible Technology](#)
- [5GCrisis](#)
- [Electromagnetic Radiation Safety](#)
- [Environmental Health Trust](#)
- [Physicians for Safe Technology](#)
- [Scientists for Wired Tech](#)
- [Wireless Information Network](#)

In part 1 of this ongoing health issue debate it was amazing to see the number of cruise ships having hundreds of passengers and employees being diagnosed with Corona virus when many of them could not possibly have contracted a virus that broke out in China first, since they were no closer than several thousand miles from the source of the so-called virus. You need to understand that it is the government who wants the IoT expanded for 6G. The goal is driverless vehicles on the roads of the nation's cities. The fact that most people will be unlikely to afford vehicles with this technology matters not at the end of the day.

It is unlikely any time soon that the U.S. Navy will do a thorough study on the sailors on the many ships that have had to deal with the issue of Corona virus symptoms. When the USS Theodore Roosevelt had to be taken off line and quarantine in Guam with over 800 sailors sick raises many questions. Since all U.S. Navy ships are equipped with the latest 5G technology, it needs to be determined what the seamen's need to use the onboard 5G technology, i.e., what positions were involved and the use of 5G 60-gigahertz technology was employed. Keep in mind a ship at sea is being bathed in satellite transmission of the millimeter band width 24/7.

A few weeks ago the U.S. Air Force announced it would take up the complaints of fighter pilots of high levels of pilots dying from radar exposure. This begs the question why hasn't the Air Force studied this problem that goes back to the early 1970's? After persistent calls by active and retired military pilots, the U.S. Air Force is going to study the correlation of radar and cancer deaths among crew members.

Since then, the Acting Secretary of the Navy James McPherson, the Navy will conduct another investigation into Crozier's ouster and the spread of COVID-19 aboard the carrier. The Navy has reordered a new investigation of the COVID-19 outbreak on the carrier USS Theodore Roosevelt (CVN 71). He stated, *"I have unanswered questions that the preliminary inquiry has identified and that can only be answered by a deeper review."*

a move that comes after Navy leadership reportedly backed reinstating Crozier to his command following the results of an initial review.

"After carefully reviewing the preliminary inquiry into the events surrounding the COVID-19 outbreak aboard USS Theodore Roosevelt (CVN 71), the Chief of Naval Operations, Adm. Mike Gilday, provided me with his recommendations," McPherson said in a statement Wednesday morning. "Following our discussion, I have unanswered questions that the preliminary inquiry has identified and that can only be answered by a deeper review."

“Therefore, I am directing Admiral Gilday to conduct a follow-on command investigation,” McPherson said. “This investigation will build on the good work of the initial inquiry to provide a more fulsome understanding of the sequence of events, actions, and decisions of the chain of command surrounding the COVID-19 outbreak aboard USS Theodore Roosevelt.”

Politico was the first to report the update. On Saturday, Politico also reported that Chairman of the Joint Chiefs of Staff Gen. Mark Milley recommended Secretary of Defense Mark Esper hold off on reinstating Crozier, and conduct a supplementary investigation.

Meanwhile, McPherson and Gilday had already advised Esper on Friday to reinstate Crozier, the *‘New York Times’* reported. But McPherson decided to pursue another investigation after receiving Milley’s input, a defense official told Politico.

Days after the Roosevelt reported sailors were testing positive for COVID-19, Crozier pressed the Navy in March to stop the spread of the virus among the crew by offloading most of them on shore in Guam where the ship had pulled into port.

He said those on shore should receive individualized isolation, and the fraction of the crew that remained on the Roosevelt could operate the reactor plant and sanitize the ship, among other things. Note closely, there are what appears to be five new 5G Wi-Fi antennas above the flight deck bridge and command tower. They all resemble the globe shape shown below





Above: Deck view of the bridge and command center. This photo clearly shows three of the 5G antenna globes that shield the 5G receivers. The 5G Wi-Fi receivers a distinctive addition to U.S. Navy and commercial cruise ships. The distinctive golf ball shape or globe is even found on high-valued private yachts. The fiberglass domes protect the receivers from the elements. Because 5G 60-gigahertz operates on millimeter microwave beams, it has to be free from anything that might accumulate in adverse weather conditions. The globe or golf ball design keeps signal reception from being impeded.

In large urban areas such as the major cities, the telecoms have been active in cutting trees off at stump heights and offering an unappealing appearance.

My contention is that the COVID-19 is a ruse focusing people on a cover story masking the real cause of symptoms that are easily mistaken for the EMF non-ionizing radiation that comes with the 5G technology. Several doctors have been public in their analysis suggesting that they are treating the wrong issues.

The fact that the Acting Secretary of the Navy has called for a re-investigation of the outbreak on the USS Theodore Roosevelt is certainly justified in light of the fact that 955 sailors were being treated for possibly the wrong issue. The USS Roosevelt has been sidelined from its deployment for over a month in Guam, and most of its crew in what can only be classified as “sick bay” in local hotels.



Above: Photo of the USS Kidd. It sports at least three of the new golf ball shaped 5G EMF antenna. The 5G antenna is susceptible to weather issues, rain, snow, fog, and sea mist/waves spraying and thus require the distinctive feature protection covering shown below and on the next page.





Close up photo of commercial ship mounted 5G antenna domes.

The extent of the COVID-19 outbreak onboard the Arleigh Burke-class guided-missile destroyer Kidd is becoming more clear as the Navy ramps up its testing of the ship's 300-plus crew members.

As of April 28, there are 64 confirmed coronavirus cases, and rising, on the destroyer. The first Kidd sailor tested positive after being medically evacuated from the ship on April 23. The Navy stated that the occurrences of the coronavirus first occurred a month after the USS Kidd made a port call in Hawaii. A month later is very suspicious, and it may be related to the USS Kidd's 5G communications system.

Navy officials said Monday that a second sailor had also been evacuated.

The Arleigh Burke-class guided-missile destroyer Kidd (DDG 100) transited the Pacific Ocean on January 25, 2020. (Mass Communication Specialist 3rd Class Sean Lynch/Navy) Two sailors have been medically evacuated to the United States. [Note the seaman's position is directly related to 5G technology.]

Fifteen sailors, meanwhile, have been transferred from the destroyer to the Wasp-class amphibious assault ship Makin Island "for monitoring due to persistent symptoms," officials said. Makin Island has a medical capacity that exceeds anything the destroyer would be capable of providing.

The Everett, Washington-based ship, which was underway in the eastern Pacific, is expected to make port in San Diego on April 28th to conduct deep cleaning and disinfecting of the vessel's tight quarters.

No sailors assigned to Kidd have needed the use of a ventilator or warranted a transfer to an intensive care unit, Navy officials said Monday. Remaining crew members are using N95 masks and personal protective equipment in accordance to guidelines provided by the Centers for Disease Control and Prevention.

"Testing continues, and we expect additional cases," the Navy said Friday. "All measures are being taken to evaluate the extent of the COVID-19 transmission on the ship."

The first sailor to be medically evacuated "is already improving and will self-isolate," said Rear Adm. Don Gabrielson, commander of U.S. Naval Forces Southern Command and U.S. 4th Fleet.

"We are taking every precaution to ensure we identify, isolate, and prevent any further spread onboard the ship. Our medical team continues coordinating with the ship and our focus is the safety and well-being of every sailor."

Approximately 55 percent of the destroyer's crew is awaiting testing.

The outbreak onboard Kidd comes in the wake of the Navy concluding its testing of 100 percent of the crew assigned to the aircraft carrier Theodore Roosevelt.

Aviation Ordnanceman Chief Petty Officer Charles Robert Thacker Jr., 41, died April 13 at U.S. Naval Hospital Guam due to COVID-19 complications. Was the cause of death COVID-19 or 5G

radiation sickness. Their symptoms mimic each other! The Chief Petty Officer's position is a physically grueling task, even for a 41 year-old. 5G EMF weakens the immune systems of those affected by starvation of oxygen.

Thacker was moved to the ICU on April 9 after being found unresponsive by other quarantined sailors. He is the only Theodore Roosevelt sailor to have succumbed to the virus.

Navy officials would not specify whether Thacker had any preexisting medical conditions that made him more susceptible to COVID-19.



The number of sailors assigned to the aircraft carrier Theodore Roosevelt who have contracted COVID-19 continues to climb as remaining results of the ship's coronavirus tests trickle in.

Navy officials said Monday that 955 Roosevelt sailors have active cases of the novel coronavirus, a number that does not include 14 crew members who have been declared fully recovered after yielding two consecutive negative tests. The number of positive cases makes up approximately 20 percent of the ship's 4,800-person crew.

And while a "small number" of tests are still pending, Navy officials said the number of hospitalizations is down from last week. Just one sailor assigned to the aircraft carrier is

currently receiving treatment at U.S. Naval Hospital Guam, Navy officials said. No personnel have required a transfer to the intensive care unit.

The Big Stick has now been ported in Guam for exactly one month after Navy leadership ordered the ship's former commanding officer, Capt. Brett Crozier, to sideline the carrier in an attempt to stem the swift spread of the virus throughout the ship's tight quarters.

Navy leadership recently concluded an investigation into the circumstances surrounding the former skipper's dismissal, and relayed a recommendation last week that Crozier should be restored to his prior position.

Chief of Naval Operations Adm. Michael Gilday and recently-appointed acting Navy Secretary James McPherson — who replaced former acting Navy Secretary Thomas Modly after his tumultuous resignation — suggested Crozier be reinstated, according to information first obtained by the New York Times.

Gilday and McPherson discussed their findings last week with Joint Chiefs Chairman Gen. Mark Milley, and met Friday with Secretary of Defense Mark T. Esper.

“The Navy’s inquiry covered a complex timeline of communications between Naval officers, as well as response efforts spanning a dozen time zones and multiple commands,” a senior defense official who spoke on background told Navy Times. The official was not authorized to speak on the record while the investigation remains ongoing.

The Navy says the amphibious assault ship Makin Island is in route to rendezvous with the USS Kidd in case medical support is required at sea. Officials say the Makin Island has a fleet surgical team, intensive care capacity and ventilators as well as additional testing capability.

The Kidd is the second Navy ship at sea to report an outbreak of the coronavirus. Officials say the aircraft carrier Theodore Roosevelt has reported more than 850 cases of infection among its nearly 5,000 crew members. Most of its crew has been moved ashore to quarantine on Guam.

Google to Censor Discussions of 4G/5G Wireless Health Effects

By Robert Kennedy, Jr. Apr 9, 2020 | Original Instagram post [here](#)

Using the Coronavirus crisis as pretext, **Google today announced it will censor discussions of 4G/5G health effects.** Google joins the mainstream and social media drive to shutter the 5G movement. Google says it means to stifle a “conspiracy theory” linking 5G to the pandemic. Since is it Google’s right to block any discussion of what is or what isn’t 4G/5G health effects?

Big Data/Big Telecom are using this rumor to muzzle debate about the abundantly documented health harms from wireless. The ‘*N.Y. Times*’ & CNN say all health complaints against wireless are baseless. MSM news reports consistently target me and Children’s Health

Defense even though CHD has rejected the 5G causing the coronavirus hypothesis as unsupported by peer-reviewed science. Much of that so-called peer-reviewed science is based upon outdated standards written in 1996 at the advent of the cell phone.

Conversely, over 4,000 peer-reviewed reports describe myriad injuries from wireless exposures. A 2018 Federal (NTP) study blames wireless for cancer and DNA damage. The International Agency for Research on Cancer(IARC) links Wireless to brain tumors. The Data/Telecom Robber Barons are apoplectic that CHD's lawsuit against FCC threatens the wireless future, and at our campaign to stop 5G's quarantine deployment.

Google says new algorithms will use search terms to ban coronavirus "conspiracy theories" and "misleading health claims" about 5G. The search giant will ban advertising, monetization, search terms and keywords that relate to "misleading health claims" surrounding 5G and coronavirus results. Facebook and YouTube are joining the efforts.

- Google stands at the center of the 5G roll-out.
- Telecom giant AT&T owns CNN.
- Telecom billionaire Carlos Slim owns the 'N.Y. Times'.

The Irish Press Counsel recently rebuked the 'Times' for its false and misleading reports on 5G safety in violation of Ireland's Truth and Accuracy Standards.

To justify its censorship, Google claims that the International Commission on Non-Ionizing Radiation Protection (ICNIRP) has found "absolutely no risk to public health." **Google nowhere mentions that ICNIRP is a Telecom industry front group.** An Italian appellate court recently ruled that cell phones caused the brain tumor in a telecom employee. The court found that studies conducted by ICNIRP members are biased because ICNIRP is "funded by the Telecom industry."

Share this:

Dr. Arthur Firstenberg, author of 'The Invisible Rainbow – A History of Electricity and Life' has brought this issue of EMF to the forefront when it comes to wireless communications. The Cell phone became a marketable product for consumers in 1996. It was also in 1996 when bee keepers began reporting "Colony Collapse" of honey bees. It has since been a serious problem for bee keeping and the commercial role of transporting colonies of bees all over the country to pollenate farmers' crops.

Sr. Firstenberg states: *"In short, the electromagnetic environment of the entire earth is radically different today from what it was before 1889. Satellite observations show that radiation originating from power lines often overwhelms natural radiation from lightning. Power line radiation is so intense that that atmospheric scientists lament their inability to do fundamental research: there is almost nowhere on Earth, or even in space, where a VLF receiver can be used to study natural phenomena."*

“Under normal conditions, as they existed before 1889, intense VLF activity, leading to electron rain and the shifting of the Schumann resonances, occurred only during geomagnetic storms. Today, the magnetic storm never ends.”

“A large, rapid qualitative change in the earth’s electromagnetic environment has occurred six times in history.”

“In 1889, power line harmonic radiation began. From that year forward the earth’s magnetic field bore the imprint of power line frequencies and their harmonics. In that year, exactly, the natural magnetic activity of the earth began to be suppressed. This has affected all life on earth. The power line age was ushered in by the 1889 pandemic of influenza.”

“In 1918, the radio era began. It began with the building of hundreds of powerful radio stations as LF and VLF frequencies, the frequencies guaranteed to most alter the magnetosphere. The radio era was ushered in by the Spanish influenza pandemic of 1918.”

“In 1957, the radar era began. It began with the building of hundreds of powerful early warning radar stations that littered the high latitudes of the northern hemisphere, hurling millions of watts of microwave energy skyward. Low-frequency components of these waves rode on magnetic field lines to the northern hemisphere, polluting its well. The radar era was ushered in by the Asian flu pandemic of 1957.”

“In 1968, the satellite era began. It began with the launch of dozens of satellites whose broadcast power was relatively weak. But once they were already in the magnetosphere, they had as big an effect on it as the small amount of radiation that managed to enter it from sources on the ground. The satellite era was ushered in by the Hong Kong flu pandemic of 1968.”

“The other two mileposts of technology – the beginning of the wireless era and the activation of the High Frequency Active Auroral Research Program (HAARP) – belong to very recent times and will be discussed later in this book.”

I have been studying EMF technology as far back as the story of the bees dying in 1996. I have posted on my web page probably a dozen articles on the effects of EMF cell Wi-Fi communications and the observable findings. In the last six months there has been a gag or an ability to download anything relative to 5G technology. Everything I try to download and save is blocked, my articles are blocked from sharing. It has been disconcerting to learn that itching of my hands and arms is one of the symptoms of cell tower radiation. My study window is 2,500-feet from a AT&T cell tower. Censoring does nothing to gain support for the telecom industry, it merely exposes the attempt to hide from the public eye, facts and evidence that confirms or supports the anti-5G movement. Google and Facebook were created with taxpayer money through the DARPA program. When freedom of the Internet is denied, we have a police state much like the USSR, and the former East Germany Stasi! Facebook deleted today, May 29th, a 2-hour video by two Kern County, CA physicians who have between them, 40 years’ experience in infectious diseases and virology, simply because they question the extremes of the state

imposed “lock down”. The two doctors believed the quarantine was excessive and harmful for several reasons.

In looking at older pictures of the USS Theodore Roosevelt, these 5G antenna domes are not on the super-structure of the carrier’s bridge and command center.

Ironically, after this relatively short period of time, law suits are becoming headline news. Bloomberg News reported a story days ago on this very issue.

Class Action Suits Face Uphill Battle Against Cruise Lines

April 29, 2020 by [Bloomberg](#)



"The Grand Princess cruise ship carrying passengers who have tested positive for coronavirus arrives past the Golden Gate bridge in San Francisco" By K. Oanh Ha (Bloomberg) — After two passengers on their luxury cruise tested positive for Covid-19 in March, Emilio and Barbara Hernandez were so frantic to get off the ship, they wrote a note to the captain.

The Costa Luminosa sailed on with them still onboard, and they ended up with the virus. Now recovering, the Hernandezes and 98 fellow passengers have sued Costa Cruise Lines Inc., a brand owned by Carnival Corp., alleging the firm endangered passengers’ lives through negligence and bad decision-making.

A Costa spokeswoman said the company stepped up its sanitation of ships and then took action, including quarantining passengers, after it learned of the positive test results.

The Hernandezes and their fellow plaintiffs are seeking class-action status. They may have rough sailing ahead.

The tickets that cruise passengers buy resemble legal contracts, and they generally contain language barring customers from filing class-action suits – lawsuits that allow one or more plaintiffs to act on behalf of a larger group. That’s just one of several built-in legal protections in cruise tickets meant to safeguard companies against a rash of litigation that’s already arising from the coronavirus pandemic.

“These claims are enormous – nothing the industry’s seen before with so many passengers fallen sick and bringing suit,” said Martin Davies, director of the Tulane Maritime Law Center at Tulane University Law School. Any judgments would be paid out of an insurance pool that the cruise lines have formed, Davies said.

Currently, no cruise company faces more claims related to the virus than Carnival, the industry’s largest operator. At least 22 lawsuits have been filed against Carnival-owned companies, seeking millions of dollars in damages. The company said it doesn’t comment on active litigation.

By comparison, Celebrity Cruises, owned by the second-largest company, Royal Caribbean Cruises Ltd., faces just one U.S. lawsuit so far: a proposed class-action filed by crew members who allege Celebrity failed to protect them from the virus. Norwegian Cruise Line Holdings Ltd., the third largest, faces a shareholder lawsuit that alleges the company failed to disclose adverse facts that affected it due to Covid-19. Lawyers say passenger suits against other cruise companies are probably coming.

Some of the virus-related claims, including the Hernandezes’ case, seek class-action status and involve multiple plaintiffs, totaling almost 200 so far.

But suits seeking class-action certifications face an “*uphill battle*,” Davies said, because of language contained in the passengers’ tickets. “*Provided that’s what the contract says, generally the courts will find that enforceable.*”

Range of Protections

It’s not uncommon for big businesses of all sorts to insist on class-action waivers in their contracts, but cruise operators have a range of other legal protections as well. Some of them stem from byzantine maritime laws that date to the 19th Century, when policy makers wanted to encourage investment in the shipping industry.

“If you print out one of these tickets, it’s like 20 pages of gobbledegook,” said John Hickey, a maritime lawyer. Hickey, who spent almost two decades defending cruise operators in court, now represents plaintiffs against them. “Most people have no idea the limitations they’re presented with.”

For example, judgments for deaths that occur far from U.S. ports are limited by the Death on the High Seas Act, enacted in 1920. Most ticket contracts limit any legal actions to select federal courts, predominantly in Florida or Los Angeles, no matter where the customers live. And most of them require passengers to notify a cruise operator within six months that they intend to sue.

In general, cruise industry representatives say it’s unfair to single out cruise operators, who they say implemented more aggressive screening and prevention measures related to Covid-19 than other travel sectors did.

Cruise lines “took immediate and aggressive action based on the information that was available when it was available every step of the way,” said Bari Golin-Blaugrund, a spokeswoman for the Cruise Lines International Association. “Importantly, all decisions were based upon the expertise and guidance of prevailing health authorities.”

The U.S. Centers for Disease Control and Prevention on March 14 ordered cruise ships in U.S. waters to suspend operations after travelers on more than 30 voyages were infected with Covid-19.

The Hernandezes’ tickets for the Costa Luminosa contained a “patently unfair” prohibition on class actions, said their lawyer, Michael Winkleman of Florida. He acknowledged “significant hurdles” for their lawsuit, which alleges that the bar on class actions should be voided because Costa Cruise Lines acted “intentionally by exposing passengers to a highly contagious virus” for which there’s no vaccine.

If the case isn’t certified as a class action, Winkleman said, he intends to file cases for the plaintiffs individually or in smaller groups. Class-action lawsuits, which can result in larger judgments or settlements, can help to move cases more swiftly for plaintiffs. Most plaintiffs’ law firms that pursue them do so on a “no win, no fee” basis, banking on bigger payouts, said Davies, the maritime-law professor.

Suits’ Allegations

“The ship never should have sailed,” Emilio Hernandez, 51, said in an interview. *“They put profit over the safety of passengers and crew.”*

He and his wife almost canceled their March 5 sailing on the Costa Luminosa to Antigua and Europe, but Costa assured them precautions would be taken, he said. Their lawsuit alleges that the operator proceeded with the trip despite knowing that at least one passenger from the ship’s previous voyage, who disembarked Feb. 29, had coronavirus symptoms.

That passenger left for a medical emergency that was *“not even connected to any flu-like symptoms,”* said Rossella Carrara, a spokeswoman for the cruise operator’s Italian parent company, Costa Crociere Group, which is also owned by Carnival.

Sanitation procedures on the ship were stepped up ahead of the Hernandezes’ cruise, Carrara said, and a quarantine of all passengers and other measures, such as daily temperature checks, were adopted after the company learned of positive test results.

Costa has said previously that the company passed information to Costa Luminosa passengers as soon as it received it and that it suspended new cruises on March 13, the day it learned that a passenger on its cruise had tested positive.

Many of the coronavirus lawsuits filed thus far argue that the companies should have known how infectious the pathogen was after an outbreak in late February on the Diamond Princess, which is operated by Carnival’s Princess Cruise Lines Ltd. What began as fewer than a dozen infections quickly spread to more than 700 passengers and eventually killed at least 13 despite a quarantine of the vessel off Yokohama, Japan.

Lawsuits filed by passengers of another Princess vessel, the Grand Princess, allege that the cruise line knew some people aboard had Covid-19 symptoms when the ship docked and boarded new passengers in San Francisco on Feb. 21 for a cruise to Hawaii. The two symptomatic passengers disembarked that day; one tested positive shortly afterward and died, prompting California officials to refuse to let the ship dock.

The Grand Princess suits, filed by lawyer Debi Chalik, claim that the cruise operator alerted passengers of the ship’s previous cruise about potential Covid-19 exposure in a February 25 email, but didn’t warn passengers on its Hawaii cruise. Chalik’s office said it’s representing dozens of plaintiffs.

A spokeswoman for Princess Cruises said the company’s response to the Covid-19 outbreak *“has focused on the well-being of our guests and crew within the parameters dictated to us by the government agencies involved and the evolving medical understanding of this new illness.”* She said the company doesn’t comment on pending litigation.

On March 4, Carnival’s Chief Medical Officer, Grant Tarling, notified passengers and crew on the Grand Princess that the CDC was investigating a cluster of coronavirus cases connected to the previous voyage, according to the Princess [website](#). It warned the 60 or so guests who also had sailed on that trip that they *“may have been exposed.”* It was then – two weeks after the voyage began – that testing started, the suits allege. When the ship was finally permitted to dock, 21 people tested positive. All American travelers were quarantined on U.S. military bases.

Carnival’s President and Chief Executive Officer, Arnold Donald, told Bloomberg Businessweek in an April 16 article that his company’s response was reasonable under the circumstances. *“This is a generational global event — it’s unprecedented,”* he said.

Inspections Questioned

Before the new coronavirus, the cruise industry had generally avoided large-scale litigation over infectious disease outbreaks at sea. Since 2006, there'd been fewer than 10 lawsuits filed over norovirus, the notorious gastrointestinal ailment that for years has ruined some passengers' experiences.

Yet many of the Covid-19 lawsuits raise questions about the inspections that U.S. officials instituted in response to norovirus outbreaks. Plaintiffs in the Grand Princess suits claim the cruise operator didn't adequately sanitize the vessel between voyages. And Winkleman, the Hernandezes' lawyer, said he plans to focus part of his cases on Carnival's record of ship inspections and history of outbreaks at sea.

The Costa Luminosa and the Grand Princess both have unremarkable inspection records. Ships need an 86 or higher to pass under the CDC's Vessel Sanitation Program. The Costa Luminosa was last inspected on Jan. 5 and received a 94. The Grand Princess passed its last inspection in June with a 93. Can we agree that something greater is responsible for the so-called corona virus, like 5G 60-gigahertz EMF toxic energy?

The program subjects ships that dock at U.S. ports to surprise inspections twice a year. Since 2016, ships owned by Carnival fail about 3% of their inspections. Norwegian Cruise Line has the worst failure rate at 4% and Royal Caribbean's rate is about 1%.

Carnival spokesman Roger Frizzell noted that the company makes up about half the industry, and said its ships "typically perform extremely well" during inspections. He said Carnival-owned ships have received the highest number of perfect scores as well.

For now, with cruises canceled and the industry in a kind of suspended animation, the lawsuits and their claims represent a potential challenge that cruise operators haven't seen before, said Ross Klein, an associate dean at Memorial University of Newfoundland in Canada who has studied the cruise industry for more than two decades. "*There are still a lot of ifs*" about the success of the legal claims, he said, but the risk for the companies is there.

"The industry hasn't had any calamitous losses – nothing that would be potentially as large as this if the cases proceed in court," Klein said.

–With assistance from Christopher Palmeri, Jonathan Levin and Kevin Varley.

© 2019 Bloomberg L.P.

Now if all this has not shown the issue of 5G is the larger issue hiding behind the COVID-19 plan-demic, consider this report from a day ago.

**Congress tells FCC to stop 5G rollout in Virginia
because it interferes with military signals**

Posted on [April 28, 2020](#) by [Jolie Diane](#) April 28, 2020
27 April 2020 | by: [Ethan Huff](#) | [HealthNews.com](#) |



[Natural News](#)) Some of the 5G rollout in Virginia is [under attack](#), but not necessarily for the reasons you might think.

Members of two powerful congressional committees are demanding that the Federal Communications Commission (FCC) reverse a ruling allowing a mobile phone operator to activate its new 5G network because the signals could interfere with military and other operations.

A bipartisan cohort of politicians in the House and Senate Armed Services committees wrote in a recent appeal to the FCC that if the commission does not immediately halt this 5G activation that Congress itself will force through legislation towards that end.

According to Senators Jim Inhofe and Jack Reed, along with Representatives Adams Smith and Mac Thornberry, Ligado Networks, based out of Virginia, is planning to open up its 5G network on the L-band spectrum, which could disrupt signals used by the military and GPS systems.

These four, who serve as the chairmen and ranking members of the two committees, have accused the FCC of using the Wuhan coronavirus (COVID-19) crisis as an excuse to rush through approval for Ligado's 5G network, which had previously run into roadblocks gaining activation approval.

“But the Federal Communications Commission has used the crisis, under the cover of darkness, to approve a long-stalled application by Ligado Networks – a proposal that threatens to undermine our global positioning system (GPS) capabilities, and with it, our national security,” their letter reads.

“The departments of Defense, Commerce, Interior, Justice, Homeland Security, Energy, and Transportation – as well as NASA, the National Science Foundation, the Coast Guard and the Federal Aviation Administration – all strongly object to Ligado’s plan.”

Be sure to listen below to *The Health Ranger Report* as Mike Adams, the Health Ranger, talks about how 5G technology increases blood cell permeability, increasing the risk of serious Wuhan coronavirus (COVID-19) infection and death:

[Link To Video](#)

Why doesn't Congress care as much about the health of Americans as it does about military GPS signals?

The issue is apparently so serious to these four that they are willing to rush through their own legislation to force Ligado to stop its 5G rollout in order to please the military.

“If they do not,” the four committee heads further wrote about the FCC, “and unless President Trump intervenes to stop this from moving forward, it will be up to Congress to clean up this mess.”

Keep in mind, however, that none of this opposition to Ligado’s 5G network has anything to do with how 5G might affect the health of Americans. Even though there is copious evidence to suggest that 5G millimeter waves are toxic to the human body, opening it up to infection and other problems, Congress has thus far done *nothing* to curb its rollout.

Perhaps good American patriots need to dig up evidence somehow to suggest that military operations will be impeded by all 5G signals everywhere, and maybe that will prompt committees like this to issue similar threats to the FCC to revoke all approval for 5G activation.

It is a sad state of affairs when Congress is more concerned about the continuity of government than with the health of the people they are supposed to represent. There is no denying that 5G represents a major threat to public health, and yet Congress only seems to care about protecting the military deep state from having its signals interfered with by its use.

[Link To Full Article](#)

Blessings in the Name of All Names, Jesus Christ

Pastor Bob, EvanTeachr@aol.com
www.pastorbobreid.com