

Cruise Ships to Sail Again, Maybe!

This should prove Pastor Bob right or wrong!

I have been waiting for this announcement as much as anyone, maybe more so because it should prove my case about 5G being the real cause of the Coronavirus that broke out in late January, 2020 aboard the cruise ship "Diamond Princess". I have stated in at least five articles on the cruise industry that 5G is the real cause of Covid-19 sickness and death. I still am convinced the bogymen is 5G wireless EMF communications.

As a recap, I pointed out in my first article on "**The Best Wi-Fi at Sea**" back in (Part 1-April 17, 2020, and Part 2-April 30, 2020); it was the installation of the global coverage of 5G antenna/receivers that was at the center of the Covid-19 scam. I also wrote a 3-part series in May, 2020, "**The Covid Virus Serves to Mimic & Mask 5G's Lethality**". In subsequent articles on 5G technologies I have written dozens of articles on the dangers of 5G, the greatest of which is the legal ramifications, since the three major re-insurance companies made it crystal clear over a decade ago they would not re-insure for claims against the telecom industry. The meaning of that is they have to self-insure their own legal losses. The industry even includes a disclaimer to potential investors warning of the potential loss due to litigation and law suits for health damage and death. So, despite the potential profits for the telecom industry which are estimated at \$17-Trillion dollars, the losses could be devastating to the industry.

There is always the possibility that the cruise ships may resume cruises and somehow inactivate their wireless communications of cell, internet, data, and television. It is a thought on how the cruise ship operators may attempt to get around the issue. But if they resume sailing and then we see suddenly a new outbreak of Covid-19 on the ships, and cruises are cut short by sickness and death; and, cruising is curtailed again, my point will have been validated. You can be sure that the legal business will be watching closely, evaluating the market for class-action law suits. I don't have skin in the game, only to postulate that 5G technology is the cause and why so. In previous advances in electrical energy since its discovery, man was able to adapt to each new phase. **My point is that advances in wireless technology have now exceeded the capacity for human life to adapt.** The reason things are different now is really all about what happens to the human body when you get above the range of 4GHz (smart utility meters) and 7-10GHz (airport body scanners) and the energy begins to damage human DNA that leads to sickness and death!

Recently, the U.S. Navy reported the death of a 6th sailor from Covid-19. A Navy sailor in Virginia died last week from complications associated with Covid-19, according to the service.

The Navy said Senior Chief Fire Controlman Michael Wilson, 45, had been on a short-term assignment at the Information Warfare Training Command in Virginia Beach when

he contracted the virus. Wilson, who was from Suffolk, VA, died on April 29, according to a news release from the service.

“The sailor tested positive for COVID-19 on April 25 and was admitted to Riverside Regional Medical Center in Newport News. Sailors who were in contact with the sailor have been notified and are taking the appropriate precautions,” the Navy said. “We mourn the loss of our shipmate; our thoughts and prayers are with the sailor’s family, friends and coworkers during this difficult time.”

Wilson served on Ticonderoga-class guided-missile cruiser USS Monterey (CG-61), aircraft carrier USS Enterprise (CVN-65) and Arleigh Burke-class guided-missile destroyer USS Lassen (DDG-82), according to his official service biography. He was also assigned to the Aegis Training and Readiness Center at Naval Support Facility Dahlgren from 2010 to 2013.

Wilson is the sixth active-duty sailor who has died from COVID-19.

Chief Hull Technician Justin Huf, 39, died Feb. 22 at the Sentara Leigh Hospital’s intensive care unit in Norfolk, VA. He was assigned to Assault Craft Unit (ACU) 4.

Aviation Support Equipment Technician 1st Class Marcglen Orcullo, 42, who was part of the crew of USS Wasp (LHD-1), died in a hospital in Norfolk, VA, on Feb. 12 from complications connected to COVID-19.

Information Systems Technician (Submarines) Second Class Petty Officer Cody Andrew-Godfredson Myers, 26, died from the coronavirus on Feb. 4 in the University of Florida Health Shands Hospital’s intensive care unit. Myers was part of Ohio-class submarine USS Tennessee’s (SSBN-734) Blue Crew.

Two days before Myers’ death, Navy boot camp instructor Chief Quartermaster Herbert Rojas, 50, died of COVID-19 while quarantining at home.

Following the outbreak aboard aircraft carrier USS Theodore Roosevelt (CVN-71) in the early days of the pandemic, Chief Petty Officer Charles Robert Thacker Jr., 41, died in Guam in April 2020.

Two reservists have also died from the virus. Logistics Specialist 2nd Class Abdigafar Salad Warsame, 52, died from COVID-19 in January. Builder 2nd Class Nathan Huff Bishop, 33, died in December. Bishop was assigned to Navy Operational Support Center (NOSC) Akron, Ohio, while Warsame had been assigned to NOSC Columbus, Ohio.

According to an April 28th weekly update from the service, 63 Navy civilians, one dependent and 29 Navy contractors had died from COVID-19. The service has reported 63,019 cases in total, 38,012 of whom have been military personnel.

Why this information about the death of U.S. Navy personnel is relative here is because of their age and MOS or job specialties. I believe all six above but for one was working with sophisticated electronics in which 5G plays a significant role. The above 38,012 Navy military personnel is about 11% of the active-duty U.S. Navy. Most, if not all Navy vessels today have been equipped with the latest 5G technologies as were most ocean vessels in the past two years.

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This last minute report may have caused a blip in the plan to sail again! The comeback of big-ship cruising out of U.S. ports could be delayed. Again.

So says Frank Del Rio, the president and CEO of the world's third-largest cruise company, Norwegian Cruise Line Holdings.

Speaking with Wall Street analysts on Thursday to discuss the company's quarterly earnings, Del Rio suggested [new guidelines for cruises issued late Wednesday](#) by the U.S. Centers for Disease Control and Prevention (CDC) were a setback for the industry and could result in a longer timeline for a restart out of U.S. ports.

"We need more clarity on whether the numerous and onerous requirements [of the new guidelines] would apply to [all] voyages," Del Rio said. "But at first glance, it appears the path forward is a bit rockier and a bit steeper than originally expected."

In recent weeks, cruise executives had become more hopeful that cruising out of U.S. ports could restart by mid-July, citing recent communications with the CDC. The agency has been [blocking cruise lines from sailing out of U.S. ports](#) since March 2020, citing worries about the spread of COVID-19.

But Del Rio said he now saw no chance of Norwegian Cruise Line Holdings brands resuming cruises out of U.S. ports in July.

Norwegian Cruise Line Holdings is the parent company of Norwegian Cruise Line, Oceania Cruises and Regent Seven Seas Cruises.

As [reported late Wednesday by TPG](#), new CDC requirements for initial cruises out of U.S. ports buried in a lengthy "operations manual" posted on the agency's website late in the day included a long list of rules that could make it difficult for lines to restart cruising quickly or operate cruises that have any semblance of normalcy.

The requirements included mask-wearing mandates that go far beyond what has become the norm at land-based resorts in the U.S., including a requirement that sunbathers wear masks even when lounging outdoors in bathing suits by pools. This is despite the fact that the CDC also will require each lounge chair on outdoor decks to be separated by 6 feet for social distancing.

As Del Rio noted, the operations manual also called for mask wearing even while eating a meal, with passengers only allowed to dip their masks momentarily for bites.

“In between bites of your meal and in between sips of your beverage, you have to put on your mask, take off your mask,” Del Rio noted with incredulity in his voice. *“So nobody should order soup, because your mask might get sloppy. That to me is just preposterous.”*

Del Rio said Norwegian Cruise Line Holdings executives had a call scheduled with the CDC later Thursday where he hopes they would get more clarification on the new requirements.

He said he was hoping the CDC only would apply the new rules to cruise ships that sailed out of U.S. ports without a mandate that every passenger and crew member was vaccinated for COVID-19. Norwegian Cruise Line Holdings has announced all its ships worldwide would impose such a requirement through at least Oct. 31.

“I am disappointed at first read,” Del Rio said of the new CDC guidelines. *“It’s not in the spirit of where the country is heading, where President Biden wants to open the country.”*

Del Rio noted that 70% of American adults are expected to be vaccinated by the beginning of July, when Norwegian Cruise Line Holdings had wanted to restart operations out of U.S. ports. He suggested the restrictions the CDC had included in the operations manual didn’t fit with where the country was going to be a few months from now.

“We hope we’re reading it wrong,” he added. *“We’ll see what happens over the next few days as we reengage with [the CDC].”*

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When will the Great Cruise Shutdown end? That’s the question cruise fans in North America have been asking for months as they await the day when they can get back on the high seas.

While we have seen a few cruise ships resume operations in Europe and other destinations around the world since last summer, most of these vessels remain off-limits to Americans.

And right now, cruising remains almost completely shut down in North America. The only cruise ships that have resumed sailing this year in U.S. waters are very small vessels that sail on U.S. rivers and intra-coastal waterways.

Still, the good news for cruise fans is that several major lines — including [Royal Caribbean](#), [Celebrity Cruises](#), [Norwegian Cruise Line](#) and [Crystal Cruises](#) — finally

have announced definitive [plans to restart North America cruising](#) in June or July. In each case, they have found ports outside of the U.S., such as Nassau in the Bahamas, that they can use as a base for their ships.

The lines have had to find new home ports for North American sailings because the U.S. Centers for Disease Control and Prevention (CDC) currently is [blocking cruise operators from sailing](#) from U.S. ports — something that is [now the subject of a lawsuit](#) by the state of Florida.

But even if the CDC reverses its ban on cruises, cruising in North America isn't expected to come back in a significant way for several months. As of right now, most cruise lines have [canceled all or most sailings in North America](#) through at least the end of June, and some lines have canceled at least some departures in North America even further into the year.

The only exceptions are some small-vessel lines such as American Queen Steamboat Company, American Cruise Lines, Alaskan Dream Cruises and UnCruise Adventures that operate vessels on U.S. rivers and in U.S. coastal areas.

For the most part, cruise lines also have canceled most sailings in other parts of the world until early June, though as mentioned above, a few ships have restarted service in Europe and other regions. Cruising also is about to ramp up in the United Kingdom, with more than half a dozen lines planning U.K.-focused cruises for U.K. residents only starting between late May and July.

In a few cases, on specific ships, voyages have been canceled as far out as early 2022. One small line that specializes in cruises to Canada, Adventure Canada, has canceled all its Canada sailings until the spring of 2022. The cancellations came after Canada announced it wouldn't allow cruise ships to dock in Canada at all this year.

The COVID-19 pandemic also has thrown a wrench into the launch plans for startup lines Ritz-Carlton Yacht Collection and Virgin Voyages. Ritz-Carlton Yacht Collection has now pushed back its inaugural voyage to Nov. 10. Virgin Voyages has pushed back its big debut in Miami to the fall (although it plans some sailings in the U.K. starting in August). Both lines originally were due to debut in 2020.

Here's a look at when major river, ocean and expedition cruise brands that market to North Americans say they'll resume operations:

Adventure Canada has [canceled sailings on Ocean Endeavour](#) until 2022.

AmaWaterways has canceled its 2021 sailings through June 30 (except sailings in Portugal, which are suspended through June 15). It says it will evaluate sailings beyond that 45 days in advance of their start dates.

American Cruise Lines [resumed cruises](#) along the intra-coastal waterways of Georgia and South Carolina on March 13 with one vessel, the 100-passenger Independence, and it has since added sailings on the Mississippi River and several other U.S. waterways. About half of the line's 13 vessels now are back in operation.

American Queen Steamboat Company [resumed cruises on the Mississippi River](#) on March 15 with a sailing of its 166-passenger American Duchess, and it [added a second ship to service](#) (American Countess) on the river on March 21. The line's Pacific Northwest-based riverboat, American Empress, is scheduled to resume sailings on June 14. The company does not have a restart date for its fourth vessel, American Queen.

Aurora Expeditions is hoping its 132-passenger Greg Mortimer will be able to resume sailings in October.

Avalon Waterways has suspended operations through June 30 for passengers from the United States.

Azamara plans to resume sailings on Aug. 28 with a single ship, Azamara Quest, sailing Greece-intensive voyages out of Piraeus, Greece. All other sailings have been canceled until September.

Bahamas Paradise Cruise Line hopes to resume operations in July.

Birka Cruises has [shut down](#).

Blount Small Ship Adventures has [shut down](#).

Carnival Cruise Line has canceled departures on all 24 of its ships through the end of June, and departures on a few of its vessels have been canceled for much longer. Sailings on three Carnival vessels that require maintenance in a dry dock — Carnival Paradise, Carnival Valor and Carnival Magic — have been canceled through November. Carnival also has canceled all Carnival Miracle sailings from San Diego through April 2023, with the exception of seven Hawaii voyages that now will depart from Long Beach, California.

The Carnival Miracle cancellations will allow for the ship to redeploy to Long Beach, where it will assume the three- and four-day itineraries that had been scheduled to take place on Carnival Radiance through Nov. 1. Carnival Miracle also will launch a new program of four- and five-day cruises to Mexico out of Long Beach starting in November through April 2023. Carnival Radiance, in turn, will remain out of service until November to undergo an overhaul.

Celebrity Cruises plans to restart cruising in June with [sailings out of the Dutch side of the island of St. Martin](#) (known as St. Maarten) and [sailings out of Athens, Greece](#). The line also has announced voyages out of Southampton, England, starting on July 3 that

will be limited to residents of the U.K. only. The line has canceled all other sailings through the end of June and some sailings on other vessels through October.

Celestyal Cruises, a specialist in Greek Island cruises, plans to restart cruises in the region on May 29.

Costa Cruises [resumed operations in the Mediterranean](#) on May 1 with a single vessel, Costa Smeralda. Three more Costa vessels — Costa Luminosa, Costa Deliziosa and Costa Firenze — are scheduled to restart operations in the Mediterranean on May 16, June 26 and July 4, respectively. Sailings on all other Costa ships have been canceled through mid-September.

Cruise & Maritime Voyages has [shut down](#).

Crystal Cruises plans to resume cruises on July 3 with one of its two bigger ocean ships, Crystal Serenity, sailing all-Bahamas trips out of Nassau in the Bahamas. The line's other large ocean vessel, Crystal Symphony, will resume sailings on Aug. 5 with sailings out of St. John's, Antigua. Crystal has canceled all sailings of its yacht-like vessel Crystal Esprit through Sept. 26. All departures of Crystal's river ships have been canceled through Aug. 28.

Cunard Line has canceled all originally scheduled departures of its three vessels — Queen Victoria, Queen Elizabeth and Queen Mary 2 — through Aug. 27, Oct. 11 and Nov. 12, respectively. In their place, the U.K.-based line plans to operate some all-U.K. voyages for residents only over the summer on one of the ships, Queen Elizabeth.

Disney Cruise Line has canceled all departures into July. Disney Dream and Disney Fantasy are now scheduled to resume sailings on July 2 and 3, respectively. Disney Wonder is now scheduled to return to service on July 7. All previously announced sailings on Disney Magic, which had been scheduled to spend the summer in Europe, have been canceled through Oct. 14. But Disney recently announced that Disney Magic would instead operate sailings around the U.K. over the summer for U.K. residents only.

Emerald Waterways has canceled all sailings through the end of June.

FTI Cruises has [shut down](#).

Hurtigruten in July 2020 [resumed sailings to the Arctic](#) with two ships after resuming limited cruises [from Hamburg, Germany, to Norway](#) with one ship in June. But the line soon stopped the sailings following a [significant COVID-19 outbreak](#) on one of the vessels. The line currently plans a new restart in July with sailings out of the U.K. for local U.K.-residents only.

Holland America plans to [resume sailings in the Mediterranean](#) on Aug. 15 with a single ship, Eurodam, and hopes to restart operations with other vessels over the summer. For now, it has canceled sailings on all ships through the end of June. In

addition, the line has [canceled all 2021 sailings to Alaska](#) that begin or end in Vancouver, British Columbia.

Jalesh Cruises has [shut down](#).

Lindblad Expeditions plans to restart sailings in the Galápagos and Alaska in June. There's no word yet on when sailings in other regions will resume.

MSC Cruises plans to [resume operations in Europe with more than half its fleet](#) over the next four months. The 18-ship brand already has [restarted sailings out of Italy](#) with two ships and plans to restart Mediterranean and Northern Europe sailings with eight more vessels by Aug. 1. The line has canceled all North American departures through at least the end of June.

Norwegian Cruise Line plans to [restart operations on July 25](#) with a single ship (Norwegian Jade) sailing Greek island voyages out of Piraeus, Greece. It then plans to start Caribbean cruises out of Jamaica and the Dominican Republic in August with one ship in each destination (Norwegian Joy and Norwegian Gem, respectively). Two more vessels, Norwegian Epic and Norwegian Getaway, will restart operations in September and October, respectively.

Sailings on the 17-ship line's 12 other vessels have been canceled at least through the end of July and, in some cases, as far out as October or November. Specifically, Norwegian has canceled departures of Norwegian Bliss and Pride of America through July 31; Norwegian Getaway through Sept. 2; Norwegian Dawn, Norwegian Spirit and Norwegian Star through Sept. 30; Norwegian Sun through Oct. 7; Norwegian Escape through Oct. 10; Norwegian Breakaway through Oct. 17; and Norwegian Gem from Oct. 29 through Nov. 17.

Oceania Cruises plans to restart operations in the Mediterranean on Aug. 29 with just one of its six ships, the 1,250-passenger Marina. All other sailings have been canceled through Sept. 30.

Paul Gauguin Cruises resumed [sailings in French Polynesia](#) on July 11 but suspended the trips in the wake of [travel restrictions](#) for French overseas territories. The line now has canceled all sailings through Aug. 21.

Ponant [resumed sailings in France, Croatia and Iceland](#) on new itineraries in July but later suspended the trips due to growing travel restrictions in Europe.

Pullmantur, citing the impact of the cruising shutdown, [filed for reorganization under Spanish insolvency laws](#) over the summer of 2020 and is no longer operating.

Princess Cruises has canceled sailings worldwide through the end of June. Princess also has canceled all 2021 sailings to Alaska and the Pacific Coast that begin or end in Vancouver, British Columbia.

Regent Seven Seas Cruises plans to restart operations in Europe on Sept. 11 with just one of its five ships, the 750-passenger Seven Seas Splendor. All other sailings have been canceled through the end of September.

Ritz-Carlton Yacht Collection, a [new startup line](#) affiliated with luxury hotel company Ritz-Carlton, has delayed its inaugural voyage until Nov. 10. The line originally was scheduled to debut in February 2020.

Royal Caribbean restarted [limited sailings out of Singapore](#) for Singapore residents only on Dec. 1 and plans to add [new sailings out of Israel](#) (also for local residents only) in May. In addition, it has announced plans for [cruises out of Nassau, in the Bahamas](#), and [cruises out of Bermuda](#) starting in June and [cruises out of Cyprus](#) starting in July. The line plans to deploy one ship on each of the new routes. It also plans to restart cruises out of China soon with two ships. Sailings on the rest of its 25 vessels have been canceled through at least the end of May.

Sail Windjammer has [shut down](#).

Scenic Luxury Cruises & Tours has canceled all sailings through the end of June.

Seabourn plans to restart operations in July with [one ship sailing to the Greek islands](#) out of Piraeus, Greece, and one ship sailing to the Caribbean out of Barbados. It has canceled all departures through the end of June, as well as a significant number of voyages through the rest of 2021. In addition, the line has canceled all 2021 sailings to Alaska.

Sea Cloud Cruises has canceled sailings through Aug. 6. The line's 64-passenger Sea Cloud is now scheduled to resume departures on May 7. The 94-passenger Sea Cloud II is now scheduled to restart on June 2. The line's new Sea Cloud Spirit is now scheduled to debut on June 2.

SeaDream Yacht Club has canceled all sailings through June 16.

Silversea plans to [restart operations in June](#) with one ship sailing to the Eastern Mediterranean out of Piraeus, Greece. It has canceled sailings on all ships through at least the end of May with sailings on a handful of ships canceled as far out as November.

Star Clippers has canceled all sailings through at least early August. Royal Clipper is now scheduled to resume service on Aug. 3, with Star Flyer following on Aug. 7. Star Clipper sailings have been put on hold until Nov. 13.

Tauck has canceled all sailings in Europe through July 15 with the exception of some Iceland and Greece-focused cruise itineraries that are expected to operate in June.

[UnCruise Adventures](#) plans to [restart cruises to Alaska](#) for the summer season on May 7.

Uniworld Boutique River Cruise Collection is saying “late May” is its latest timetable for a restart, but it hasn’t announced a specific date for a resumption of sailings.

Variety Cruises resumed limited sailings on July 24, 2020.

Victory Cruise Lines has not announced a restart date for its sailings.

[Viking](#) plans to restart operations on May 22 with U.K.-only sailings for local residents out of Portsmouth, England. It also plans a handful of “welcome back voyages” out of Bermuda and Iceland in June and July. Other than that, the line has canceled all previously announced sailings through the end of July.

Virgin Voyages has [postponed the Miami debut of its first ship](#), Scarlet Lady, until at least September. But it plans a few sailings of the ship out of the U.K. for U.K. residents only starting in August. The arrival of the line’s second vessel, Valiant Lady, has been pushed back by six months to Nov. 14.

[Windstar Cruises](#) has canceled sailings on all ships through at least mid-June with some ships now not scheduled to return to service until much later in the year. The line’s Star Breeze and Wind Star now are scheduled to resume sailings on June 19, and Wind Spirit is due back in service on July 15. Wind Surf, Star Legend and Star Pride will return to cruising on Aug. 8, Sept. 4 and Nov. 3, respectively.

There is huge pressure to keep this story about 5G as the real issue and not the Covid-19 story. I do not think that I have missed a news story on Wi-Fi communications since I became interested in the fall of 1996 in the news media of reports of sudden dying off of the honey-bees. I probably have two dozen books in my library on wireless energy. I have researched and downloaded thousands of articles on the subject. My interest for personal reasons came as a result of my legs breaking out in blisters that occurred seven days after getting Verizon Wi-Fi installed in our home in 2010.

With the plans to permit U.S. ports to resume cruise ship operations I am energized to see how this plays out over the coming months. I thought I might leave this world before learning the outcome. Frankly, I would prefer to be proven wrong on 5G as the real culprit as to the cause being blamed on an alleged virus that has never been proven to be true. In fact, Dr. Martin Paul, chairman emeritus of Washington State University’s department of medicine and bioelectrical stated it is an “Extinction Level Event” when he addressed a government hearing on 5G wireless. Dr. Pall provides credence to what I have suspected since 2017.

If I were a betting man, and had the coin to cover my bets, I would have bet big against Covid-19 as the issue. Covid-19 is about “Depopulation” through the use of the Hegelian Dialectic of Problem-Reaction-Solution!

If you read or hear of cruise ships resuming sailing and then suddenly returning to ports, then you will know that I have been right all along. The media will be anxious to say we are getting back to normal, but prematurely will have to eat their words. As I said, I would love to be proven wrong! My educated guess and knowledge of electricity and EMF suggests it will not happen!

Blessings,

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