

## 5G Nail in the Coffin for Cruising the Ocean Blue!



It is becoming obvious now 5G is becoming the final nail in the coffin for a quick comeback to cruising in North America or the Ocean blue.

Citing the ongoing coronavirus outbreak, the U.S. Centers for Disease Control and Prevention (CDC) late Thursday extended its “no-sail” order for cruise ships operating out of U.S. ports until October 30th. This is changing by the day!

Initially announced in March and extended in April, the order had been scheduled to expire on July 24, and each month saw sailing departures being set back further.

The order forbids cruise companies from operating passenger trips out of U.S. ports or calling at U.S. ports with passengers.

*“On cruise ships, passengers and crew share spaces that are more crowded than most urban settings,”* the CDC said in a statement. *“Even when only essential crew is on board, ongoing spread of COVID-19 still occurs. If unrestricted cruise ship passenger operations were permitted to resume, passengers and crew on board would be at increased risk of COVID-19 infection.”*

The CDC also said that those who work or travel on cruise ships would put “substantial unnecessary risk” on healthcare workers, port personnel, Customs and Border Protection agents, and U.S. Coast Guard staff. The people that cruisers come in contact with after returning home also would be put at unnecessary risk, the agency suggested.

In announcing the order, the CDC noted there had been a significant number of coronavirus cases and deaths on cruise ships within U.S. jurisdiction in recent months. **The agency said it recorded 2,973 confirmed COVID-19 cases or COVID-19-like illnesses on cruise ships within U.S. jurisdiction between March 1 and July 10. It said it recorded 34 deaths.** Globally, the death rates are confidential and being kept from the public.

For much of the period when the cases and deaths were recorded, only crew members were on the ships. This was cruise operator propaganda to mask the real issue.

**The CDC said it recorded a total of 99 COVID-19 outbreaks on 123 different cruise ships from March 1 through July 10.** That was 80% of all ships within U.S. jurisdiction during the time frame.

Nine ships within U.S. jurisdiction still have ongoing or resolving COVID-19 outbreaks on board, the CDC noted.

In a statement to the main trade group for the cruise industry, the Cruise Lines International Association (CLIA) did not criticize the order extension.

*“CLIA and its member lines remain aligned with the CDC in our commitment to public health and safety,”* the trade group said.

CLIA added that it was looking forward to discussing issues around the industry’s resumption of passenger operations with the CDC.



A Royal Caribbean ship at sea. Note that it sports 4 of the 5G “golf ball” globe shaped antenna shield that are visible.

Royal Caribbean already had canceled sailings out of U.S. ports through November 1st in advance of Thursday’s extended “no-sail” order from the CDC.

*“As we continue to work towards the development of enhanced protocols to support the safe resumption of cruise operations around the world, we look forward to timely and productive dialogue with the CDC to determine measures that will be appropriate for ocean-going cruise operations to resume in the United States when the time is right,”* CLIA said.

The extension of the “no-sail” order will likely bring a wave of additional cruise cancellations, although only for sailings scheduled for the last weeks of September.

Most cruise lines including Royal Caribbean, Carnival Cruise Line, Princess Cruises and Holland America already have canceled all cruises in North America through at least Sept. 15. Some lines already have canceled sailing into October or even November.

The only exceptions are a few lines that operate very small vessels in U.S. waters that still have sailings on the schedule for as early as August and may still be able to operate them.

The extended “no-sail” order does not apply to cruise vessels designed to carry fewer than 250 people (passengers and crew combined).

Small-ship specialists American Cruise Lines, which operates a fleet of 12 small vessels on U.S. Rivers and coastal waterways, still hope to restart cruises in limited locations in the coming month or two. America Cruise Lines vessels hold just 100 to 190 passengers.

Also hoping to restart some cruising as soon as August are U.S. riverboat line American Queen Steamboat Company and Alaska small-ship adventure specialist UnCruise Adventures. The latter company operates ships that carry just 22 to 86 passengers.

The CDC said the extended order would stay in place unless the U.S. government determines the coronavirus outbreak is no longer a public health emergency. The order also can be rescinded or modified by the CDC director. The CDC included similar language in its last extension of the order.

TUI Cruise ship sails for Piraeus Port after crew tests positive for Covid-19. Reuters reported this on September 28, 2020.

A cruise ship carrying about 920 passengers and sailing off the Greek island of Milos was to dock at Piraeus port later on Monday after 12 of its crew members were found to be positive for the coronavirus an official at Greece’s Civil Protection agency said. Note the picture of the Mein Schiff 6 on the next page, it has 4 of the notable 5G satellite large “golf ball” shaped antenna protective coverings.

The Mein Schiff 6 cruise ship operated by TUI Cruises, departed from Crete on Sunday evening with all passengers having tested coronavirus-negative before boarding. But

sample tests on 150 crew members out of a total of 666, detected 12 infections. Two days later the dozen crew members re-tested negatively, highly suspicious.

*“They are all asymptomatic. There are PCR test kits on board. The vessel will most likely return to Piraeus port for repeat rapid COVID-19 tests,”* an official at the Civil Protection Agency said. The crew found COVID-19 positive has been already segregated on the ship, the official said. These PCR test kits are totally unreliable according to the reports coming out of the CDC.



Greek authorities have tightened restrictions to stem the spread of the coronavirus in the greater Athens area, saying the pandemic was showing “steadily rising trends”.

TUI Cruises is a cruise line based in Germany. It was formed in 2007 as a joint venture between German tourism company TUI AG and U.S. cruise line operator Royal Caribbean Cruises.

Health experts advising some of the world’s biggest cruise brands on how to restart cruising, unveiled recommendations this week that included a call to significantly restrict passenger movements during port stops. The health experts are unlikely to ever acknowledge the real issue is those 5G EMF satellites on the cruise ships. They cannot discuss this issue primarily because of legal matters. The telecom industry cannot get insurance for 5G EMF legal claims from passenger’s law suits. Lloyd’s of London a decade ago told the telecom industry that it would not re-insure any 5G EMF issues!

The cruise lines will have to “eat” their losses related to litigation and claims of passengers and employees damaged by 5G EMF radiation sickness.

The Healthy Sail Panel, which was created by Royal Caribbean Group and Norwegian Cruise Line Holdings, suggested that passengers only be allowed off ships on supervised, cruise-line-sold shore tours.

Royal Caribbean Group is the parent company of [Royal Caribbean](#), Celebrity Cruises, Azamara and Silversea. Norwegian Cruise Line is the parent company of [Norwegian Cruise Line](#), [Regent Seven Seas Cruises](#) and [Oceania Cruises](#).

*“During the initial return to sailing, cruise operators should only allow guests debarking from a ship at a destination port to participate in cruise line-sponsored or verified excursions as a way of limiting potential exposures in the destinations they visit,”* the panel said in a 66-page report.

Royal Caribbean, the world’s biggest cruise line by passenger capacity, has yet to resume a single sailing since the coronavirus shutdown began in March. The recommendation was one of 74 that the panel presented to the cruise companies and to the U.S. Centers for Disease Control and Prevention (CDC). The CDC currently has a [“no-sail” order](#) in place for cruise ships operating in U.S. waters.

The main trade group for the cruise industry, the Cruise Lines International Association, this week also released guidelines for a healthy restart to cruising that included a ban on passengers roaming ports on their own. The association said the rule would be mandatory for ships operated by its member lines on itineraries subject to CDC regulation. Several lines that [recently restarted limited cruising](#) in the Mediterranean already have [implemented such a rule](#).

Such a restriction isn’t sitting well with some cruisers. An extended conversation on the topic this week at a leading Carnival fan page on Facebook, the [Carnival Cruisers Opinion Page](#), has drawn hundreds of negative comments (as well as quite a few positive ones).

“What’s the point in cruising if we can’t get off the ship in port?” wrote one of the page’s members, summing up a sentiment expressed by many.

There have been similar comments in recent days at many other cruise fan pages on Facebook and at cruise fan site message boards, where the topic has been a hot one.

Cruise line executives say they understand that not all their customers will be thrilled with limitations on port visits and other new covid-related rules.

Royal Caribbean CEO Michael Bayley said the company had done extensive research in recent months on what its customers thought about possible new health protocols on ships and other aspects of a return to cruising.

*“I think we’ve kind of concluded that the loyalists, people who love to cruise, (who) know cruising ... are more willing to accept protocols (and) changes to the experience,”* Bayley said.

First-time cruisers *“are far more hesitant (to book under such circumstances) because they already don’t understand the experience,”* he added.

But Bayley said even the cruising loyalists are expecting the new anti-COVID protocols to drop away over time.

Bayley said it was hard to say how long the new protocols would remain in place. It depends in large part on the progression of the virus and a vaccine. But he confirmed that Royal Caribbean would not allow passengers to roam in ports on their own when the line resumes cruising. *“We will start with highly controlled shore excursions,”* he said.

The touring rule is just one of many that cruisers are likely to see when cruising resumes in North America. The Healthy Sail Panel also called for:

- Passengers to be tested for COVID-19 between five days and 24 hours before sailing. Those testing positive would not be allowed to cruise.
- Passengers to wear cloth face coverings or masks on ships in accordance with CDC recommendations.
- Cruise lines to only allow indoor excursions during port stops if physical distancing, use of masks and other recommended protective measures can be implemented.
- Cruise lines to modify onboard facilities so passengers can remain socially distanced in accordance with CDC recommendations (at least six feet separation).
- Daily temperature checks for all passengers.

All of these are things that some would-be cruisers may find onerous. In addition, the panel recommended that, in the startup phase of a return to cruising, cruise lines keep their itineraries as simple as possible, using private, cruise line-owned and operated destinations or ports where there can be tight control of the onshore experience.

The panel also said cruise operators should initially return to service with shorter length trips. Such recommendations, if adopted, could mean that some longer sailings currently on the books for later this year or early 2021 will be modified or canceled — something not all cruisers will be happy to hear.

The Healthy Sail Panel was led by former U.S. Food and Drug Administration Commissioner Scott Gottlieb and former U.S. Department of Health and Human Services secretary and Utah governor Mike Leavitt. Other panelists included former CDC head Julie Gerberding, former acting commissioner of the Food and Drug

Administration Stephen Ostroff, and Cornell University School of Hotel Administration Dean Kate Walsh.

Cruising has resumed in a very limited way in parts of Europe and a few regions of the world including French Polynesia. But cruises out of U.S. ports remain on hold for now due to the CDC's "no-sail" order.

Two days later a report said the employees re-tested as Covid-19 negative. How can be the employees test positive and the next day test negative! This is all part of the scam being perpetrated to hide 5G EMF radiation poisoning.

Princess Cruises may be joining the list of cruise lines shrinking in size. The California-based cruise operator on Friday told travel agents in Australia it soon would be disposing of two of its 18 ships — the 2,000-passenger Sun Princess and 2,000-passenger Sea Princess. Both the vessels have been based recently in Australia and draw a significant number of Australians.

*"We are writing to share the news that Sea Princess and Sun Princess have been sold and will be leaving our fleet," the line said in a letter to the travel agents. "While it is never easy to say goodbye to any ship in our fleet, the sale of these ships will allow us to deploy newer ships enhancing our offerings for Australia cruisers."*



The Princess Cruises ship Sun Princess sails in Sydney Harbor.

“Princess Cruises cannot confirm information around the sale of a ship at this time,” the statement said. *“We can confirm that there are interested buyers, however, nothing has been finalized.”*

The news of the possible sale comes just three days after Princess Cruises’ parent company, Carnival Corporation, revealed in a regulatory filing that its nine brands were in the process of removing at least 18 ships from their fleets. That’s three more ships than the company had previously disclosed were on the way to the scrap yards. Carnival Corporation didn’t name the three additional ships at the time.

Carnival Corporation has been downsizing its fleets in recent months as it cuts costs and reorganizes in anticipation of a slow restart to cruising. Most cruise operations around the world have been halted since March due to the corona virus pandemic.

Based in Miami, Carnival Corporation is the parent company of Carnival Cruise Line, Holland America, Princess Cruises, Seabourn and five other brands that went into the coronavirus crisis with a combined fleet of 104 ships.

If Princess is, indeed, selling off the two ships, it is joining several of its sister brands in downsizing.

Carnival Corporation’s Holland America brand in July announced it would dispose of four vessels — Maasdam, Veendam, Rotterdam and Amsterdam. The company’s Carnival Cruise Line brand also has announced the removal of four ships — Carnival Fantasy, Carnival Imagination, Carnival Inspiration and Carnival Fascination.

Some of the ships are being sent to scrapyards while others have been sold to smaller cruise companies around the world for continued use.

Other Carnival Corporation-owned lines that have announced plans to downsize include its U.K.-focused brand, P&O Cruises, which recently said one of its vessels, Oceana, had left its fleet. The company’s Europe-focused Costa Cruises brand has disposed of three ships since January: Costa Victoria, Costa neo Romantica and Costa Atlantica. A fourth Costa ship, Costa Mediterranea, will be transferred to a new Chinese cruise line in May.

The company’s P&O Cruises Australia brand has announced the departure of two of its vessels, Pacific Aria and Pacific Dawn.

In its regulatory filing on Tuesday, Carnival Corporation suggested the vessels that are leaving are its most inefficient ships. While they have represented about 12% of capacity, they only accounted for about 3% of operating income in 2019, the company noted. The growing number of cruise ship retirements simply does not make sense however, since 2019 was a record year of cruise passengers and revenue. The cruise industry most likely became a victim of the 5G EMF radiation sickness having believed

the sales tactics of the telecom industry. The competition in the cruise industry led to all cruise ship operators to invest in installing the 5G technology. No cruise operator wants to be identified as not having the latest high tech features for its passengers.

Built in 1995 and 1998, respectively, Sun Princess and Sea Princess are the oldest vessels in the Princess Cruises fleet. They're also among the smallest ships at Princess.

Sun Princess had been scheduled to sail from Brisbane, Australia, over the coming winter before repositioning to North America for Alaska sailings. Sea Princess had been scheduled to operate a mix of short and long sailings from various Australia ports.

The industry policy instruction requirements for cruisers is a downer for anyone thinking about sailing on a cruise.

I was proofing the above when I received a news report that said:

Cruise giant Carnival on Thursday offered a first glimpse of its plans to resume sailings in North America, saying it initially would bring back voyages out of just two ports in Florida: Port Miami and Port Canaveral.

The announcement came just hours after the U.S. Centers for Disease Control and Prevention (CDC) said it only would extend its "no-sail" order for cruise ships through the end of October, paving the way for a resumption of cruising in North America as early as Nov. 1.

"While operations from Miami and Port Canaveral in November and December are still not certain, Carnival is focusing its initial return to service from those two home ports, whenever that might occur," the Miami-based line said in a statement.

As part of the announcement, Carnival said it had canceled all November and December sailings from all other U.S. home ports through the end of the year.

Carnival had previously only canceled sailings through the end of October. The new cancellations amount to the majority of Carnival's schedule for November and December.

Executives at Carnival and other cruise lines have said repeatedly in recent months that the resumption of cruising will happen gradually, with just a few ships resuming service initially. But the extent of the additional cancellations announced by the line on Thursday is likely to take cruisers by surprise. Don't be surprised, and don't look for cruise line operations to return at all!

Many cruisers had expressed hope at cruise line fan pages on Facebook and elsewhere in recent weeks that a significant amount of cruising could resume before the end of the year.

With 21 of its 23 ships based all or most of the time in North America, Carnival is the largest cruise operator in the region. It sails from 18 home ports in North America, including New York City; Charleston, South Carolina; Jacksonville, Port Canaveral and Miami in Florida; Galveston, Texas; New Orleans; Long Beach, California; and Seattle.

In its announcement, Carnival suggested the November and December sailings out of Miami and Port Canaveral that it is leaving on its schedule are still a bit up in the air.



Carnival Cruise Line's newest ship, Mardi Gras, is scheduled to debut in February.

*"Cruises currently scheduled for November and December from those two home ports will remain in place for the time being while Carnival evaluates options,"* the line said.

Given the uncertainty, the line said it would allow customers booked on November and December sailings out of Miami and Port Canaveral to cancel their trips for a full refund without penalty. Customers who want to cancel alternately can choose a combination of a future cruise credit and an onboard credit.

These are the same terms that Carnival is offering passengers on the November and December sailings at other ports that it is canceling.

Carnival said it was continuing to work on health and safety initiatives that it would implement on ships when it returns to service.

*"The patience and support of our guests and travel agent partners have been a huge motivation to our team as we have worked through this unprecedented situation,"*

Carnival president Christine Duffy said in a statement accompanying the announcement. *"We are dedicated to getting back to operations when the time is right."*

As we have seen, since June, cruise ship owners are perplexed with issues beyond their control. At this point at the beginning of October, there is nothing positive to expect that cruise departures will resume sailings even in the winter months of 2021.

When will the Great Cruise Shutdown end? That's the question many cruise fans in North America are asking now as they eagerly 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 in recent months, most of these vessels remain off limits to Americans. Meanwhile, cruising remains completely shut down in North America.

Still, many of the lines that North Americans know best, including Carnival Cruise Line, Princess Cruises and Holland America, already have canceled all or many of their cruises in November. Some lines have gone even further, canceling sailings well into 2021.

Just a few weeks ago, Cunard canceled sailings on all three of its vessels through late March 2021. One of the line's ships won't return to service until at least May 2021.

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

**Adventure Canada** has canceled all 2020 departures.

**AmaWaterways** has canceled all sailings for U.S. travelers through Nov. 30.

**American Cruise Lines** hopes to resume departures later this year.

**American Queen Steamboat Company** has canceled all sailings through Dec. 31.

**Aurora Expeditions** plans to resume operations on March 31, 2021. That said, it still is reviewing whether it will operate its Antarctica cruise season that starts in November.

**Avalon Waterways** has canceled all sailings through Dec. 31.

**Azamara** has canceled all departures through Oct. 31 as well as Azamara Quest voyages on Nov. 4 and Nov. 14.

**Bahamas Paradise Cruise Line** has canceled sailings through the end of October.

**Birka Cruises** has shut down.

**Blount Small Ship Adventures** has shut down.

**Carnival Cruise Line** has canceled the majority of its departures through the end of the year. Only sailings in November and December from two Florida ports — PortMiami and Port Canaveral — remain on its schedule. In addition, four of the line's 23 ships — Carnival Magic, Carnival Paradise, Carnival Valor and Carnival Spirit — won't return to service until between March and June.

**Celebrity Cruises** has canceled sailings through Oct. 31.

**Celestyal Cruises** has canceled all sailings through March 6, 2021.

**Costa Cruises** resumed cruises out of Italy on Sept. 6 with a single ship, Costa Deliziosa. A second Costa vessel, Costa Diadema, resumed sailings out of Italy on Sept. 19. For now, the sailings only are open to European travelers. Costa plans to resume sailings in Europe with two additional ships over the next three months. But sailings for North American travelers have been canceled through Dec. 18.

**Cruise & Maritime Voyages** has shut down.

**Crystal Cruises** has canceled all remaining sailings for 2020. The line also has delayed the debut of its new expedition ship, Crystal Endeavor, until 2021.

**Cunard Line** has canceled all departures through late March. Queen Elizabeth now is scheduled to return to service on March 25, 2021. Queen Mary 2 and Queen Victoria are scheduled to return to service on April 18, 2021, and May 16, 2021, respectively.

**Disney Cruise Line** has canceled all departures through mid-December. Disney Fantasy is scheduled to resume sailings on Dec. 12. Disney Dream, Disney Wonder and Disney Magic are scheduled to restart trips on Dec. 14, Dec. 15 and Dec. 17, respectively.

**Emerald Waterways** has canceled all sailings through the end of the year.

**FTI Cruises** has shut down.

**Hurtigruten** in July 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 has since stopped the sailings following a significant COVID-19 outbreak on one of the vessels.

**Holland America** has canceled all sailings through Dec. 15. The line also has canceled some Hawaii cruises as far out as February 2021.

**MSC Cruises** resumed limited departures out of Italian ports on Aug. 16 but has canceled most sailings through the end of October. The line also has made changes to its itineraries in North America for the coming year. MSC Seaside will be redeployed to a new home port in Port Canaveral from November 2020 through March 2021. It will then be replaced in Port Canaveral by MSC Divina from March 2021 through November 2021. MSC Meraviglia and MSC Armonia will be redeployed to Miami from November 2020 through November 2021.

**Norwegian Cruise Line** has canceled sailings through Oct. 31.

**Oceania Cruises** has canceled sailings through Oct. 31.

**Paul Gauguin Cruises** resumed sailings in French Polynesia on July 11.

**Ponant** resumed sailings in France, Croatia and Iceland, on new itineraries, in July.

**Pullmantur**, citing the impact of the cruising shutdown, has filed for reorganization under Spanish insolvency laws. All sailings are canceled through at least Nov. 15, and affected customers are being offered cabins on ships operated by Royal Caribbean Group brands. Royal Caribbean Group owns a 49% stake in Pullmantur.

**Princess Cruises** has canceled most sailings through Dec. 15. The line also has canceled world cruises on the Island Princess and Pacific Princess scheduled for early 2021.

**Regent Seven Seas Cruises** has canceled sailings through Oct. 31.

**Royal Caribbean** has canceled all departures through Oct. 31, except for some China sailings.

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

**Seabourn** has canceled nearly all sailings for the rest of the year. Seabourn Ovation and Seabourn Encore are now scheduled to return to service on Jan. 3, 2021, and Jan. 6, 2021, respectively. Seabourn Quest and Seabourn Sojourn are now scheduled to return to service in May 2021 (the 2021 world cruise on Seabourn Sojourn has been canceled). Only Seabourn Odyssey is still scheduled to sail in 2020, during December.

**Sea Cloud Cruises** has canceled sailings through April 14, 2021.

**SeaDream Yacht Club** restarted sailings on June 20 with new Norwegian coast itineraries aimed at local Norwegian travelers. Both of its two ships were redeployed to Norway for the trips. The line plans to resume sailings in the Caribbean on Nov. 7.

**Silversea** has canceled sailings through Oct. 31. Most ships now are scheduled to resume operations between Oct. 10 and Nov. 17. One exception: Silver Wind, which now isn't scheduled to resume operations until June 14, 2021. Silversea also has pushed off the debut of two new ships scheduled to arrive this year. Silver Moon now is scheduled to debut on Nov. 8. Silver Origin won't arrive until Nov. 7.

**Star Clippers** has canceled sailings into early November.

**Tauck** has canceled sailings through Oct. 31.

**UnCruise Adventures** has canceled all sailings for the rest of the year.

**Uniworld Boutique River Cruise Collection** has canceled sailings through the end of October.

**Variety Cruises** resumed limited sailings on July 24.

**Victory Cruise Lines** has canceled all sailings for the rest of the year.

**Viking** has canceled all 2020 sailings.

**Virgin Voyages** has canceled sailing through the end of November.

**Windstar Cruises** has canceled all sailings for the rest of the year. Voyages on Star Legend and Star Pride have been canceled until March 2021 and July 2021, respectively.

Anyone thinking about taking a cruise might consider enlisting in the U.S. Navy or Coast Guard, as 5G EMF radiation sickness is not going to go away, and it will not be able to hide from the public much longer as the real cause of the Covid-19 virus. Caution is advised about a cruise on a Navy or Coast Guard ship since they have not eliminated the same problem with their 5G EMF communications, and despite a full Navy investigation, they are not going to be forth-coming with the truth. A preliminary investigation summary reads like a piece of propaganda white wash!

Blessings,

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