

# Passenger Aboard First Cruise Ship to Return to Sailing in Caribbean Tests Positive for COVID-19

Push the public narrative and refute the truth. Stonewalling forever! How long will it take for the cruise industry to wake up and tell the truth, or face the truth? I suspect this will happen when the class-action law firms get wind of the truth that 5G is the real culprit bugging the \$150-billion dollar cruise business.

Passengers and non-essential crew are now isolating in their cabins as the ship heads back toward its departure point in Barbados. Where is Barbados you ask? See page 2.



Note the above photo of the SeaDream 1, sporting the distinctive large white protective cover of the 5G Wireless antenna. Ships with 5G technologies require the protective

distinctive large white globes which covers for keeping the satellite antenna free of adverse weather issues.

The weak point of 5G millimeter-wave communications requires a clear line-of-sight link to a (LEO) low earth orbit or (MEO) mid-earth orbit satellite in order to receive wireless communication, Wi-Fi data, and video. Rain, dust, fog, sea mist, snow, all will obstruct and obscure wireless communications. As you can well imagine many of these weather conditions can impair maritime communications, and disrupt the satellite signal link, and so when you see a ship of any kind with these large white globes, you know they are equipped with the latest 5G wireless communication.



The map above shows the location of Barbados in the lower right corner of the chain of islands extending from Venezuela north to Puerto Rico. The weather this past week and time of year is in the 80s. In fact, the temperature was 88° most of this past week and rainy. This is important because the alleged virus is least common in warm weather.

The first cruise ship to set sail in the Caribbean since the beginning of the Covid-19 pandemic has reported that a passenger on board has tested positive for the virus, according to media. The SeaDream 1 below is not a major cruise ship and yet it has

since reported seven passengers having the symptoms of the Covid-19. By Friday, November 13<sup>th</sup>, the infected number had risen to 7 passengers.

A reporter for a travel site, Gene Sloan, was aboard the SeaDream 1 and was meant to be documenting the new safety measures on the small vessel, which departed from Barbados on Saturday, November 7<sup>th</sup>, 2020 and was carrying 53 passengers and 66 crew members.

Sloan reported that the boat's captain, Torbjorn Lund, made an announcement over the intercom midday on Wednesday explaining that a passenger had tested positive "on a preliminary basis." It's currently unclear what he means by "preliminary."



The SeaDream 1 is owned by the Sea Dream Yacht Club based in Oslo, Norway did not immediately reply to 'PEOPLE' magazine's request for clarification.

Lund reportedly said in his announcement that the crew was working under the assumption that they had at least one COVID patient on board and noted that the passenger who tested positive had been feeling ill before the test.

Sloan detailed that the captain asked all passengers and non-essential crew to immediately return to their cabins to isolate. The doctors on board then began systematically testing passengers using three rapid COVID testing machines. Everyone

on the ship had already been tested several days before departing, the day of their departure, and again several days into the trip.

While the boat made several island stops already, passengers were only allowed to visit empty beaches and did not come into contact with locals as part of the effort to protect communities from potential infection.



SeaDream 1 is now heading back to the port from which it departed, where it will be met by medical professionals. The number of confirmed cases of COVID-19 on the Caribbean cruise ship in the midst of a COVID outbreak has jumped to five. In addition, there is preliminary evidence that there may be a sixth case on board. The testing was performed by health authorities from the government of Barbados, where the ship docked late Wednesday night.

In a ship-wide announcement around 5 p.m. on Thursday, the captain of Sea Dream Yacht Club's SeaDream 1, Torbjorn Lund, said testing overnight of close contacts of the original passenger to test positive for COVID-19 had turned up a total of five confirmed cases in his traveling party. The total infections was reported at 7 passengers.

SeaDream 1 arrived in Barbados around 10:45 p.m. local time on Wednesday after cutting short a seven-night voyage to St. Vincent and the Grenadines, and Grenada, due to the original positive test. Health authorities from Barbados boarded it shortly thereafter. Barbados is the vessel's home base for the winter season.

"It just goes to show that testing is not 100% effective with any type of travel, including cruise," Hewitt added. Really! Its more than that folks.

The Oslo, Norway-based SeaDream Yacht Club, the ship's parent company wouldn't confirm how many passengers tested positive in the initial round of testing.

The five confirmed positive cases amount to nearly 10% of the passengers on the vessel. There are 53 passengers and 66 crew members on board. The number of infected passengers had expanded to 7 passengers by Friday, November 13<sup>th</sup>, 2020.

The list of passengers on SeaDream 1, which just resumed Caribbean sailings on Saturday out of Barbados, included a travel industry reporter covering the watershed moment for the cruise industry.

The ship's doctor and an assistant tested passengers and crew using three Abbott ID Now testing machines that the vessel carries on board. Barbados health authorities tested passengers and crew using tests that are being sent off the ship to a laboratory.

Since the tests by the ship's doctor can be processed on board, the results for the tests have been coming back faster. These are the tests that have shown negative results for most passengers and crew. But the captain suggested that these initial results won't be confirmed until the secondary results from the Barbados government testing arrive early Friday.

It was a positive test late Thursday on one of the shipboard tests that resulted in the captain saying there was preliminary evidence of a sixth Covid case on board. That case won't be considered confirmed until secondary results come in from the Barbados government testing.

In his address to passengers late Thursday, Lund said shipboard officials were "not 100% sure" the positive test was an actual positive.

Testing by both the ship's doctor and Barbados officials was the big onboard story of Thursday. Lund said, *"I was tested first by the ship's doctor at about 3 p.m. on Thursday. The test was performed at the doorway to my cabin, where I have been under quarantine since Wednesday. About two hours later, I got a call from the ship's reception that the result was negative."*

*"I was called down to the reception area of the ship about two hours after the initial test to undergo the test by Barbados authorities. That test is now being sent out to a laboratory, with results expected early Friday."*

All passengers and nonessential crew on the ship have been under quarantine in their cabins since around noon on Wednesday, when the first positive COVID test came back.

Lund said late Thursday that the ship and local authorities had been in discussions about a plan for the next few days that would allow passengers who test negative for COVID-19 to leave the ship in the coming days.

The passengers would have to have negative results on both the test performed by the ship's doctor and the test performed by Barbados authorities.

Cruise companies halted all sailings in the Caribbean last spring as the pandemic took hold in North America, individual countries enacted stringent travel restrictions and the U.S. Centers for Disease Control and Prevention (CDC) enacted a "no-sail order."

In October, the CDC announced it would lift its no-sail order as of November 1 after 8 months, with a set of strict new health and safety protocols for cruise operators.

The agency is also requiring all ships that pass through U.S. waters and can carry more than 250 passengers to run mock voyages with volunteer passengers and crew on board in order to "test cruise ship operators' ability to mitigate COVID-19 risk." (The Sea Dream 1 only carries 112 passengers.)

Cruise lines including Royal Caribbean announced just this week that they were looking for volunteer passengers to join such sailings, according to Cruise Industry News.

*"This framework provides a pathway to resume safe and responsible sailing. It will mitigate the risk of COVID-19 outbreaks on ships and prevent passengers and crew from seeding outbreaks at ports and in the communities where they live,"* CDC Director Robert R. Redfield, MD said in a press release. *"CDC and the cruise industry have a shared goal to protect crew, passengers, and communities and will continue to work together to ensure that all necessary public health procedures are in place before cruise ships begin sailing with passengers."*

*"The \$150 billion cruise industry has been working around-the-clock for months to find safe ways to restart sailings,"* says Sloan. *"This small-ship voyage was being closely watched by other cruise lines, cruise fans and the industry's regulators, and — depending on what happens — this could be yet another disappointing setback for the industry and the millions of vacationers who are looking to return to the sea."*

As information about the coronavirus pandemic rapidly changes, 'PEOPLE' magazine is committed to providing the most recent data in their coverage. Some of the information in this story may have changed after publication. For the latest on Covid-19, readers are encouraged to use online resources from the WHO and local public health departments. 'PEOPLE' has partnered with GoFundMe to raise money for the Covid-19 Relief Fund, a GoFundMe.org fundraiser to support everything from frontline responders to families in

need, as well as organizations helping communities. For more information or to donate, click [here](#).

The CDC first issued a no-sail order on March 14 and was intended to stay in place for 30 days. At the time, several cruise ships across the world had become sources of major coronavirus outbreaks.

One ship, the Grand Princess, was quarantined off San Francisco after 21 people on board tested positive for the virus in March. That ship eventually docked in the port of Oakland and those on board quarantined on land.

Another, the Holland America, reported four dead and 233 ill on two of its ships heading for Ft. Lauderdale in March after being turned away from ports in South America.

Since there are unknown factors here, like the age of the passengers diagnosed with Covid and precisely where their cabins were located in relationship to the physical location of the 5G satellite receivers; both factors are very important indicators of whether the alleged virus is something more than a pathogen infecting people.

Just because a ship doctor has said the passengers are positive for Covid is not proof positive they are infected. The health community professionals have estimated that as many as 90% of people may have the antibodies of a number of so-called viruses in the Corona category, and the Corona viruses are not new, going back twenty years alone based on patents held by certain parties and pharmaceutical firms. Many false positives have resulted from this anomaly.

A search on the Internet of what the symptoms are for Covid-19 will yield this list below. Most common symptoms include:

- Fever
- Dry cough
- Tiredness

Less common symptoms:

- Aches and pains
- Sore throat
- Diarrhea
- Conjunctivitis
- Headache
- Loss of taste or smell
- a rash on skin, or discoloration of fingers or toes

Serious symptoms:

- Difficulty breathing or shortness of breath

- Chest pain or pressure
- Loss of speech or movement

Even the list of symptoms listed above, taken off of the Internet are inconclusive as to determine whether a person has a pathogen that someone wants to call Covid-19. The majority of these symptoms are identified with routine colds and seasonal bouts of the flu.

As shown on the Natural News.com chart on the next page, there are five primary symptoms that are identical for both 5G sickness and the Corona virus that are not found in search for symptoms on the Internet.

The \$150-billion cruise business will keep this Covid-19 narrative going as long as possible, if for no other reason than to keep the class-action law firms from making the connection between 5G wireless communications and taking them to court for billions in damages. Remember, no reinsurer will insure the telecom industry and that would include the 320 cruise ships equipped with 5G wireless EMF toxic radiation poisoning.

Lloyds of London and AIG warned the telecom industry a decade ago, they would not re-insure insurance claims in the event of law suits for health injury claims by its wireless communication equipment users. The major telecoms have advised their share-holders that they face risks from a wide range of potential law suits. Investment marketing houses included disclaimers to potential investors of this risk in the telecom industry.





How curious that Lloyds of London has excluded from their policies any negative health effects caused by Wi-Fi technologies. Now, WHY would Lloyds leave all that money on the table if these technologies are so safe? And, why are other insurance companies following Lloyds' lead? If you think that following-the-money provides insights, you'll probably conclude that something VERY BIG is embedded in this decision.

# SYMPTOMS OF 5G EXPOSURE VS. CORONAVIRUS INFECTIONS

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

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The SeaDream 1 is operated by SeaDream Yacht Club. The vessel departed Barbados on a 7-day Caribbean cruise on November 7.

*“This journey will take us to beautiful beaches while enjoying a safe environment onboard and SeaDream’s signature service. We are proud to be the only line currently sailing in the Caribbean!”*, the company wrote on social media.

SeaDream Yacht Club describes the SeaDream 1 and its twin sister ship as intimate “mega-yachts”. The 344-foot vessels have capacity for 112 guests and 95 crew, according to the company’s website.

The FCC and other government regulatory bodies, in collusion with the big telecomm industries, are ferociously pushing smart meters, 5G and the Internet of Things. This roll-out is not only happening in the U.S., but all over the world. The giant telecomms gush enthusiastically about how EVERYTHING will be connected

OMG!! We’re gonna have Incredibly high-speed connectivity so your little girls and teens can, at supersonic speed, upload pix of their latest nail-polish jobs or cute puppy videos to FaceBook, Pinterest, etc., etc., for their friends to gasp and giggle....and, of course, click “like” and forward these to their friends.... again, all at warp speed.

It’s pretty clear that this whole “play” by the giant telecomms is seen by them as a financial windfall – for them. And, via their lobby groups, it’s seen as a windfall for all the politicians who support this agenda. Politicians will be rewarded in the usual manner – pricey junkets to exotic places, elegant dinners, campaign contributions and, of course, cushy “golden parachute” jobs for those Wi-Fi supportive ex-politicians within the telecomm industries, or within their lobby groups. In short, crony business as usual.

BUT WAIT!! ....There’s a tiny but growing wrinkle in this rosy scenario of sugar plums dancing in the heads of these telecomm leaders. Specifically, Lloyds of London, one of the world’s premier insurance groups, is refusing to insure health claims made against wireless technologies. And, other insurance companies are following Lloyd’s lead in this.

If you follow the money, this is HUGE. After all, if these Wi-Fi techno-toys are so safe, why is Lloyds leaving all this additional money on the table?

Well, Lloyd’s November 2010 Risk Assessment Team’s Report gives us a solid clue: the report compares these wireless technologies with asbestos, in that the early research on asbestos was “inconclusive” and only later did it become obvious to anyone paying attention that asbestos causes cancer.

Keep in mind that Lloyd’s Risk Assessment study of Wi-Fi was published over 10 years ago. Even back then, however, their Risk Assessment Team was smart enough to realize that new evidence just might emerge showing that the various Wi-Fi frequencies

do cause illness. The result? Lloyds opted to exclude coverage for Wi-Fi related illnesses.

And then, PG&E followed close on, slipping in its own legal clauses (just as it was rolling out smart meters) that claim no liability for Wi-Fi related health damage. The schools that opt to put in Wi-Fi are responsible, according to PG&E, and any other organizations that opt to have PG&E put Wi-Fi in their buildings are the responsible parties.

Today, MANY more recent peer-reviewed scientific studies show a range of serious damage caused by these Wi-Fi frequencies. 5G brings a quantum leap in damage – to DNA, to cell mitochondria, and much more.

Fortunately the global public is waking up. Conversations are in the air about a global class-action lawsuit vs. the SPECIFIC INDIVIDUALS WORLDWIDE who are recklessly ignoring the Precautionary Principle in their promotion of advanced Wi-Fi technologies. In part – goes the growing conversation – the lawsuit will be based on the Nuremburg Principle of “informed consent.”

After all, what’s going on is a tiny handful of people are pushing a huge experiment on what will be billions of people, all without have gotten their informed consent ... and without insurance for those who are electromagnetically sensitive – a growing group to watch. These unfortunate individuals are our “canaries” in the coal mine.

Pay close attention. This whole issue is about to become a whole lot more interesting.

Why Does Lloyd’s of London Exclude EMF Coverage – EMF and Your Health Series #4

After years of listening to cellular phone companies assure us that Wi-Fi and cell phone transmission is safe, why did Lloyds of London, a company who will take risks when other insurers won’t exclude EMF injuries? Are they expecting an avalanche of health claims related to EMF? What does Lloyd’s of London know that we don’t know?

We think Lloyd’s underwriters must be reading the research findings from major publications like the BioInitiative Report. Included in this report are summaries of research publications between 1990-2014 on the biological effects of radiofrequency and cell phone radiation. The research news is chilling. Prolonged exposure to EMF causes cellular malfunction, the formation of free radicals which then leads to a multitude of health issues. There are many physicians who now believe EMF effects underlie ALL medical issues.

This report was created by 29 authors from around the world, including 10 with medical degrees, 21 PhDs and 3 Masters degrees. More than 100,000 people visit their site annually (<http://www.bioinitiative.org>). No longer can public officials pretend EMF is harmless. The cat is out of the bag!

## **Schools May Foot the Bill with Wi-Fi Injuries**

Lloyds is dumping the blame back on schools. In their insurance waiver, they state clearly that it is schools responsibility to inform parents and teachers if Wi-Fi is being installed in their schools.

Parents for Safe Schools and other groups want to know why schools are not acknowledging the proven health effects of EMF? By allowing Wi-Fi to be installed in the schools, they are acting as if Wi-Fi is a safe technology. For many individuals, animals and plant life, serious health consequences occur with daily exposure to EMF.

Lloyd's won't discuss their new EMF Exclusion Clause and we can understand why they do not want to get involved. Their decision to not re-insure insurance companies sends as powerful message to the public.

The only interpretation of this revealing statement is that CFC Underwriting, and perhaps all of "the market" has realized that the time has come to hedge against a future surge in "illnesses caused by continuous long-term non-ionizing radiation exposure, i.e. through mobile phone usage." Why else would they refuse coverage "across the market as standard."?

Blessings,

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