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## THE *MS ESTONIA* SINKING WAS PLANNED



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*As usual, this is just my opinion, based on personal research.*

This paper is by request. Just a cursory glance at the facts is enough to peg this sinking as another purposeful scuttling by the ship's owners, to get rid of an old, damaged ship and collect insurance money. Which of course means the deaths were faked. For the MO here, consult [my papers on the Titanic](#), the [Lusitania](#), and the [Hindenburg](#), where we saw their demises were also faked or planned.

Unlike in the other stories, [Wikipedia doesn't give us much to work with here](#), but the biggest clues there are the signs of a coverup. As with the *Lusitania*, the wreckage of the *Estonia* was immediately hidden by the governments of Sweden, Finland, and Estonia, proving they were in on the fake.

The *Estonia Agreement 1995*, a treaty among Sweden, Finland, Estonia, Latvia, Poland, Denmark, Russia and the United Kingdom, declared sanctity over the site, prohibiting their citizens from even approaching the wreck.

That is enough by itself to peg this as a conjob. If there was nothing to hide, that fake “sanctity” would not be necessary. We always see the same phony appeals to the sanctity of the dead in these cons, possibly the worst of them in the aftermath of 911, where we were told asking any questions or expecting any investigations was an insult to the dead. Just the opposite of the truth, of course, since if these people were really dead, both their ghosts and their families would want a full investigation.

But even that treaty wasn't enough for the criminals who perpetrated this fraud, since divers from other countries not party to that treaty continued to bring up dangerous evidence from the wreck. In 2020 German divers discovered a huge hole in the hull, which didn't match the mainstream story of damage,

and that film was sold to a Swedish company that produced a big documentary. The company was prosecuted for violating the sanctity of something, but were just acquitted last month because the divers were German. Thousands of tons of pebbles had already been dropped on the wreck to bury it from investigators, but the governments involved are now planning to encase the entire wreck in concrete, to prevent any more forensics in the future.

Another clue is that 757 bodies are unaccounted for and are assumed to have gone down with the ship. Over 86% of those onboard allegedly died, and 77% were never found. That is impossible to believe, once you know several facts: one, this happened in late summer in the Baltic, and the surface temperatures aren't that cold. The air temperature that night was 10C or 50F, which is actually pretty balmy for 1am. Two, the ship had ten huge lifeboats hung high and ready to go, as you see in the picture under title. Three, everyone aboard had lifejackets. Four, those shipping lanes were always stiff with other ships, and the *Estonia* sank not far from land. All the local ferries were at sea, that is **not** in port, so given a Mayday call, the *Estonia* should have been surrounded by help in a matter of minutes. Five, they lie about the bad weather, since it is admitted that it wasn't that bad. All traffic was normal that night, with no ships being kept in port due to bad weather. Remember, the Baltic is small and completely enclosed, so it does not suffer from high seas like the oceans do.

To cover this, they make up the usual cocknbull story about Mayday not being properly called, power going out and preventing communication, and a lot of other horseshit that no one with a working brain would possibly believe. To start with, power going out would have absolutely no effect on radio communication. Do you really think emergency radio would be tied into the main power lines? No, emergency radio has its own backup generators, which cannot be knocked out by bad weather or even by a sinking ship. The whole ship would have to be underwater before emergency radio would be knocked out. The same goes for signaling Mayday, which is straightforward. You simply use the emergency line and say Mayday. It isn't rocket science, and there is no room for confusion. And yet in the mainstream stories they want us to believe Mayday "was communicated at 1:22 but didn't follow international formats". What? Ask yourself what those formats could possibly be, and how any distress call could fail to follow them. You are obviously being jerked here.

MRCC Turku failed to acknowledge the Mayday immediately and *Mariella's* report was relayed by Helsinki Radio as the less urgent pan-pan message. A full-scale emergency was only declared at 02:30.

There is no chance that is true. No MRCC (Maritime Rescue Coordination Center) would fail to acknowledge a distress call for any reason, whether it included the word Mayday or not. And there is no reason for MRCC Turku to relay a distress call from a damaged ship in bad weather as a pan-pan message, since a pan-pan message is just means someone onboard is sick or something. No one who had ever been on the sea or who knew anything about anything would ever believe this lame mainstream story as published at places like Wikipedia. The form of the story by itself is enough to peg this as a fake.

Also notice that they tell you the ship sank incredibly fast, all due to a visor being torn from the loading ramp on the bow. They expect us to believe that water then came in through exterior windows in the cabins and through the large windows on deck 6. You have to be kidding me! Do you really think those windows wouldn't be water-tight? God, they think we are stupid.

Here's another example. The investigators claimed that the visor was

**torn off at points that would not trigger an "open" or "unlatched" warning on the bridge, as is the**

**case in normal operation or failure of the latches. The bridge was also situated too far back on the ferry for the visor to be seen from there.[JAIC 6] While there was video monitoring of the inner ramp, the monitor on the bridge was not visible from the conning station.**

And you believe that? Those sensors must have been pretty poorly designed if the visor being completely torn off would not trigger a warning on the bridge. And while they admit there was video monitoring that area, we are supposed to believe the video was fed to a place on the bridge no one could see? That makes sense, right?

Then we get this:

**The bow visor was under-designed, as the ship's manufacturing and approval processes did not consider the visor and its attachments as critical items regarding ship safety.**

Right, because why would a door at the front of the ship near the water line need to be strong? As we see, if it failed the ship would sink in about 20 minutes, but why worry about that? Why *not* under-design it in order to save a few bucks?

If you are wondering what this “visor” is, it is the door at the front of the ship covering the on-ramp where the cars drive onto the ferry. This ship could carry 460 cars, and that huge hold had to be low on the ship so that the cars could easily drive on. But then of course that door would have to be well-closed to prevent the sea from rushing into the hold. On a ferry, that door is actually the most **over-designed** part of the ship, for obvious reasons. That door is the key to the entire design safety, so the idea it would be under-designed is just ludicrous. It is like claiming that the wings on a plane were under-designed, or that the landing gear struts were made of cheaper metal to save money. In fact, those doors on a ferry are double sealed, and the outer seal (visor) could completely fail with no loss of integrity to the ship. So those composing this cockamammy story are just relying on your ignorance about ship construction. They know you will believe anything, because, well, you always have.

Here is some more in-your-face propaganda from the Wiki page:



That is tagged as “one of Estonia's life rafts, filled with water”, making you think it was a little inflatable piece of crap about as sea-worthy as a rubber duck. Can you even believe they try to put this by you? Just study the photo above under title or any of the other photos of similar ships, where you

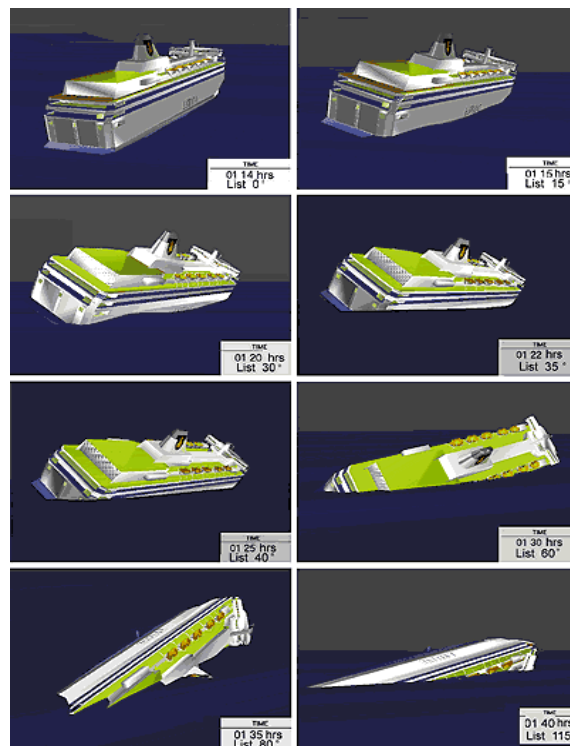
will see the life rafts weren't anything like that. They were large wooden life *boats*, each one about the size of a small bus, with room for about 40 people each. The *Estonia* had ten of them. It also had numerous other smaller life rafts, some of them rubber, but none of them as pathetic as the one above.

Despite that, we are told only 13 people got onto *Estonia's* life rafts and none into the big lifeboats. Most of the rescued (104) were allegedly pulled directly from the sea by choppers. We are told this is because arriving ferries weren't able to use their MOB (men overboard) boats or lifeboats due to high seas. Yes, I mean because why design rescue boats to withstand water? That would just be another instance of over-design. Plus, as I say, the Baltic never has really high seas, and didn't that night.

**The participating vessels did not launch lifeboats or MOB boats due to the heavy weather. Their rescue equipment was not suitable for picking up people from the water or from rafts. Winch problems in three Swedish Navy helicopters seriously limited their rescue capacity.**

At-sea rescue equipment was not suitable for picking up people from the water? Then what exactly was it suitable for? Ice fishing? And the helicopters of course had winch problems. The rescue helicopters were not suitable for rescuing anyone.

We are told that none of the ten large lifeboats were launched due to the heavy list, which is also preposterous. The list might affect the higher lifeboats, since they would have to be lowered along the top of the ship. But if anything it would make the lower lifeboats easier to get into the water.



That image is taken from [a mainstream site](#), selling the normal story straight from the official reports. See the image at a list of 40 degrees. The lower five boats would already be right on the water, wouldn't they, so all they would have to do is release them. So those five would be unaffected by the list. Once the lower five were released and out of the way, the upper five could also be released, releasing them across the top of the ship instead of down the far side. The list of above 60 degrees would actually facilitate that release.

But notice that this illustration conflicts with the mainstream story in several places. First, it conflicts with the claim the ship was already listing to start with, since it was loaded improperly. Since we have no pictures or film of the ship leaving port with a list, that is unverifiable as well as very unlikely. Why would a passenger ferry be loaded so improperly it had a noticeable list? They just parked all the cars on one side as a joke?

They also have the ship sinking in about 20 minutes, which is even faster than the ridiculous mainstream timeline. If the ship had been torpedoed multiple times or hit by a missile it still wouldn't sink in 20 minutes. It takes a while for a ship that size to submerge, no matter how many holes you punch in her. They have her listing 15 degrees after one minute! And 40 degrees after 11 minutes! Who could possibly believe this?

You will say some amateur illustrator just got a little ahead of himself there, but according to the picture credit, that “amateur illustrator” was actually working for JAIC, the Joint Accident Investigation Commission. In other words, this is the official story and illustration, straight from the accident report.

On that same page, they claim the bow was fully open after the visor gave way. But even with the total loss of the visor, the bow would not be open *at all*. There was a second water-tight door beneath that [as you can see below] and no wave could possibly force that open. The ship would have to crash headlong into shore at high speed to break that seal.

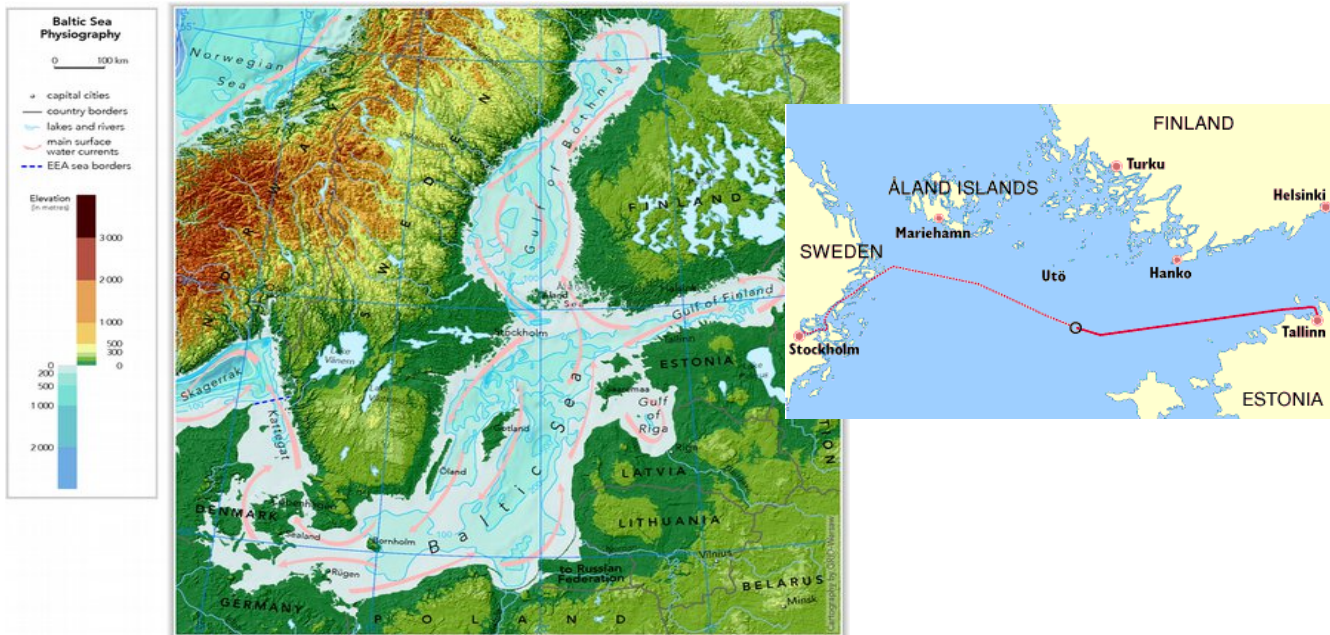
At the same place, we are told the *Estonia's* two EPIRBs were not activated and therefore could not transmit when released. What are EPIRBs? They are Emergency Position-Indicating Radio Beacons, and they are *automatically* activated in an emergency. So the idea that they were not activated is completely beyond belief. But we see these claims in all the big hoaxes, where they expect us to believe all emergency procedures are ignored, all automatic features fail, all recording devices fail or are lost, and all communication is aborted or disconnected. They told us similar incredible lies during 911, when no distress signals were sent, no warnings were noticed by control towers or radar, no jets were scrambled, the entire air force was on vacation, all Pentagon cameras failed, and no flight recorders or cockpit voice recorders were found—despite being made of indestructible material. More recently we saw it in Utoya and Oslo with the Breivik event, where no security cameras worked, all protocol was ignored, the entire military and police force was on holiday, no helicopters were available, all military bases were out of fuel, [and Delta force forgot how to row a gummiboat](#).

We are told the first helicopter arrived at the *Estonia* site at 3:05, an hour and 45 minutes after Mayday. Since the *Estonia* was about 20 miles from shore, and since helicopters fly at high speed, that is about an hour and 30 minutes later than you would expect, given a real event. The surface search coordinator arrived at 9:45, about 7 hours after you would expect, given a real event.

We are told that about 1/3<sup>rd</sup> of those thrown clear of the wreck died of hypothermia. Really? In just 30 minutes in warmish summer waters? None of them could find any wreckage to climb onto? The *Estonia* threw up no flotsam or jetsam, taking every least thing down with her? Actually, the published reports contradict that, since they admit all sorts of floating wreckage.

And they lie about the water temperatures, as usual. We are told surface water temperature at the time of the wreck was around 10C or 50F, same as the air temperature, but that is not right. All you have to do is [go here](#) to see that the water temperature in September in the Baltic is about ten degrees higher

than that, or about 16C/61F. It is the same night and day. That is chilly water, as you know if you have swum in it, but it won't kill you in an hour. Unless you are already very ill, you can survive in 60F water for a long time. Even an out-of-shape older person could survive for five or six hours, as [you see here](#). And those estimates are low, since according to that calculator, the average person would die after 12 hours in 68F water. That might be true if you weren't allowed to move, but a swimmer can survive pretty much indefinitely in water that warm, supposing he has something to eat. Those people you see swimming in the ocean for long periods, including in the English channel, are swimming in water about that temperature.



Plus, the wreck was within twenty miles of land in more than one direction, and the Baltic has currents like any other sea. The currents at that point are northerly, so even someone bobbing in a life jacket would move to one shore or another. Therefore, after several hours adrift, your odds of coming ashore or at least getting near enough to shore to be spotted by a fishing boat would be very good. This was the Baltic, not the middle of the Pacific, you know, and there were many islands both north and south, and especially north. So the idea that 757 bodies would be unaccounted for is a non-starter. Even if most of those people bobbing in life jackets had died of cold or been run over by other big ships, their bodies would have pretty quickly drifted into one shore or another and been found by smaller ships or beach combers. That many people don't just get sucked down with the ship in a tiny enclosed sea like the Baltic, never to be heard from again.

And of course we have to have the usual dunking in numerology:

In total, 94 bodies were recovered: 93 within **33** days of the accident, the last victim was found **18** months later.

Amazing: they got both the required 33 and 18 in the same sentence!

Here's an interesting quote [from the BBC story in 1994](#):

A crew member who survived the accident has told the BBC he had seen a loading bay door open and taking in water minutes before the MS Estonia sunk.

I think these geniuses mean “sank”. But really? So this crewmember was down in the car hold after 1am, and just happened to see the door open and start taking in water? That's a convenient eyewitness, ain't it? But you would think a crewmember would know that wasn't just “a loading bay door”. That was THE main cargo door. But I guess he was just a janitor and didn't know the terminology.

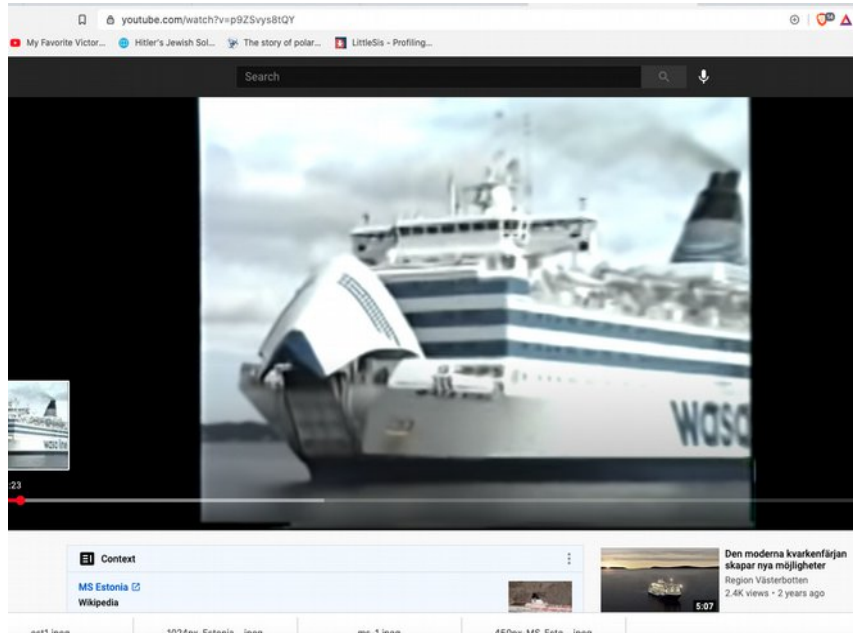
Want proof that door is double sealed? Well, almost all the pics of the *Estonia* now online are like this:



That is with the visor up and the second door open. So that fools you into thinking that if the visor fails in a storm, the ship is toast. But here we see the visor up and the second door closed:



They accidentally left that up on that old BBC page I linked above. The ship can sail fine without even putting that visor down, as you see here:



That's from [a youtube video](#) still up as of today, of the *Estonia* coming into port in Sweden. And what they don't tell you is that there is a **third door** inside that one, creating the main seal to the lower decks. It is that third door that can't be seen from the bridge, and that has a video monitor. The last thing they want, obviously, is water getting into the lower decks from that hole in the bow, and the idea they would under-design the doors or seals is insane.

Also notice in that video that at that time the *Estonia* was part of the **Wasa Line**. It was bought out by Silja in 1993. My readers will know that is another clue, because Wasa is the same as **Vasa**. The Wasa Line is headquartered in Vaasa, Finland. We have seen the Vasas many times in my papers, not only as the kings of Sweden for many centuries, but as kings of Poland and Hungary before that, related to the Jagiellons and Radziwills. They were originally Komnenes in the time of the Crusades, and the royal lines of Germany and England also come from them in many lines. They are the very top line of the Phoenician Navy, being behind all of the biggest hoaxes of history. So it figures we see such easy clues pointing to them here.

Of course this explains why we saw Poland and England on that treaty list above, hiding the wreck from investigators behind the curtain of "sanctity". According to the given stories, Poland and England didn't have anything to do with the event or the shipping lines, so why would they be parties to this treaty? Well, because Poland and England are also run by Vasas.

From the JAIC report, we find this:

**The visor design load and the assumed load distribution on the attachments did not take realistic wave impact loads into account. The visor locking devices installed were not manufactured in accordance with the design intentions. No safety margin was incorporated in the total load-carrying capacity of the visor attachment system. The attachment system as installed was able to withstand a resultant wave force only slightly above the design load used.**

That is total crap, as you now understand, since if the visor had been the main water seal, any seals



would have certainly been “manufactured with the design intentions”. What other intentions would they have been designed with, except to keep water out? If the visor had been the main insurance against immediate sinking, it would have been designed for that purpose, obviously. BUT IT WASN'T! The visor wasn't the main water seal at all, it was just a tertiary cover to give the hull a streamline. The main water seals were beneath that, and of course were built to withstand extreme pressures as well as a pretty significant hit, in case the bow struck something solid in port. All large ships have heavily reinforced bows, for obvious reasons: this is where a crash is most likely to center. The ship is moving forward, so the most forward part has to be the strongest. So the claim that the bow was under-designed, ignored, or opened by a heavy wave in the Baltic, is asinine.

Also notice that the bridge is right above the bow, at the far front of the ship. So they would have known of any problem with the visor immediately, since they could *see* it. Look at all the windows up there, and the width of the bridge, out beyond the sides of the ship! Do you really think they couldn't see the bow from there? This puts the lie to all the claims that no one was aware of any problems until too late.

With some more easy research, I can tell you it looks to me like the *Estonia* isn't the ship that was scuttled to collect insurance money. They did sink a ship there, but not the *Estonia*. I think the *Estonia* was just repainted and lived on. Why do I think that? Because a very similar ship, the *MS Sally Albatross*, also owned by Silja, had just been run ashore and seriously damaged a few months earlier. In May of 1994, the *Sally Albatross* went aground near Helsinki and was totalled. Just four months later the *Estonia* allegedly sank in the Baltic, not far away. If you think that is a coincidence, you aren't paying attention.

This is what the *Sally* allegedly looks like now, after being rebuilt in 1994/5 and given a new name:



Nothing like the *Estonia*, right, which is how they fool you. But this is how the *Sally* used to look:



Except for the double smokestacks, that looks a lot like the *Estonia*, doesn't it? In fact, they were built in the same year: 1980. So if I were a diver, the first thing I would look for on the *Estonia* wreck is double smokestacks. That would prove they scuttled the damaged *Sally*, not the *Estonia*. My guess is the insurers wouldn't pay for the damage on the *Sally*, because it was caused by a drunken captain or something else not covered on the policy. We are told the cost to repair the *Sally* was \$35 million, a ruinous sum if not covered by insurance. A used ship was worth about that at the time, while a new one was worth about \$70 million.

Another thing that leads me in this direction is the strange fact that they have renamed the *Sally* **seven times** since 1995. Upon supposedly rebuilding her in La Spezia, Italy, she was renamed the *Leeward*. A better name would have been the *Lieward*. Strangely, the *Leeward* looked nothing like the *Sally*, and it wasn't even similar internally, since the *Sally* had been a ferry while the *Leeward* was a cruise ship. You can see the huge difference above. Although she had been a ferry in the Baltic since 1980, suddenly she was moved to the Bahamas. In 2000 she was renamed the *SuperStar Taurus*. In 2003 she was renamed the *Silja Opera*. In 2006 she was renamed the *Opera*. In 2007 she was renamed the *Cristal*. In 2011 she was renamed the *Louis Cristal*. In 2015 she was renamed the *Celestial Crystal*. Very strange, as I think you will admit. It is like the owners were trying to hide her as well as they could, first by moving her to the Bahamas and then changing her name over and over. They were trying to cover their tracks, the truth being the *Leeward* wasn't the same ship as the *Sally*. The *Sally* was on the bottom of the sea, pretending to be the *Estonia*.

As part of the cover-up to prevent you from realizing that, conspiracy theories were later floated by those such as Jutte Rabe and the *New Statesman*. Rabe's investigation was turned into the 2003 film *Baltic Storm*, which proposed that the hole in the hull of the wreck indicates an explosion. The idea is then floated that the *Estonia* was smuggling military hardware, and was then either torpedoed or struck by a submarine for that reason. But you can now see that is just misdirection, since the hole they saw was the hole in the hull of the *Sally*, caused by her earlier crash. Which, surprisingly, confirms the contention by the Joint Accident Investigation Commission that no proof of an explosion was contained in Rabe's samples. They are telling the truth there, which is ironic.

But to support the Rabe misdirection, Sweden dredged up a former customs officer who claimed the *Estonia* really was carrying military equipment. The governments of Sweden and Estonia then confirmed it. So you can see they *want* you believe that, since, like the mainstream story, it diverts you from the truth. It is the alternative fiction for those not buying the first fiction. We see that in all these events. But since we know all these governments are part of the cover-up, we shouldn't believe

anything they tell us. Governments that really wished to discover the truth wouldn't be dumping thousands of tons of pebbles on the wreck or be planning to cover her in cement. These people couldn't be acting any more guilty if they tried.

This research was all done online in a single afternoon, and it wasn't difficult. All it required was not believing every stupid lie I was being told. All it required was having my eyes open and demanding sense. Beyond being able to spot contradictions, the greatest required skill is being able to sniff out a snowjob, as I showed you when I unwound the quotes from the mainstream. All these conjobs have the same general form and feel, since we are dealing with very poor liars. They all start by assuming you are an idiot who will believe anything, since they immediately start trying to unctuously pass things by you that no intelligent person could possibly believe. The claims have a wheedling, slimy feel, as if you are being petted by a giant snail. If you have followed along with me in these papers, you should know what I mean by now. Even before you have done any fact checking, you can tell you are being lied to just by the form of the sentences. I remind you of this:

**The visor locking devices installed were not manufactured in accordance with the design intentions.**

You don't need to know anything about visors, locking devices, or manufacturing tolerances to recognize that as a lie. All you need to know is that the sentence makes no possible sense. Everything on the ship (and off the ship) was manufactured in accordance with the design intentions, since that is what “manufactured”, “design”, and “intentions” mean. If you know what those words mean, you know that *by definition* everything ever manufactured anywhere by anyone was manufactured in accordance with the design intentions. How else would locking devices be manufactured? By tossing coins and grabbing any materials at hand? So when anyone tries to run a sentence like that by you for any reason, you may assume you are being lied to. We could judge the entire event by that one sentence alone, since it so perfectly tells us who we are dealing with.

I have now done three of top ten most famous sinkings. Were any of them real? I doubt it. As just an easy example, [here is what they say](#) in the second sentence about the *MV Dona Paz*:

**While most of the passengers slept during the night of December 20th, the ferry collided with the *Vector*, which was carrying 8,800 barrels of gasoline. The impact caused a fire which quickly spread to the *Doña Paz*, as well as lighting the surrounding water on fire. The life jackets aboard the *Doña Paz* were reportedly locked up, forcing passengers to jump into flaming shark-infested waters in order to attempt escape.**

Can't you just feel the snail petting you?