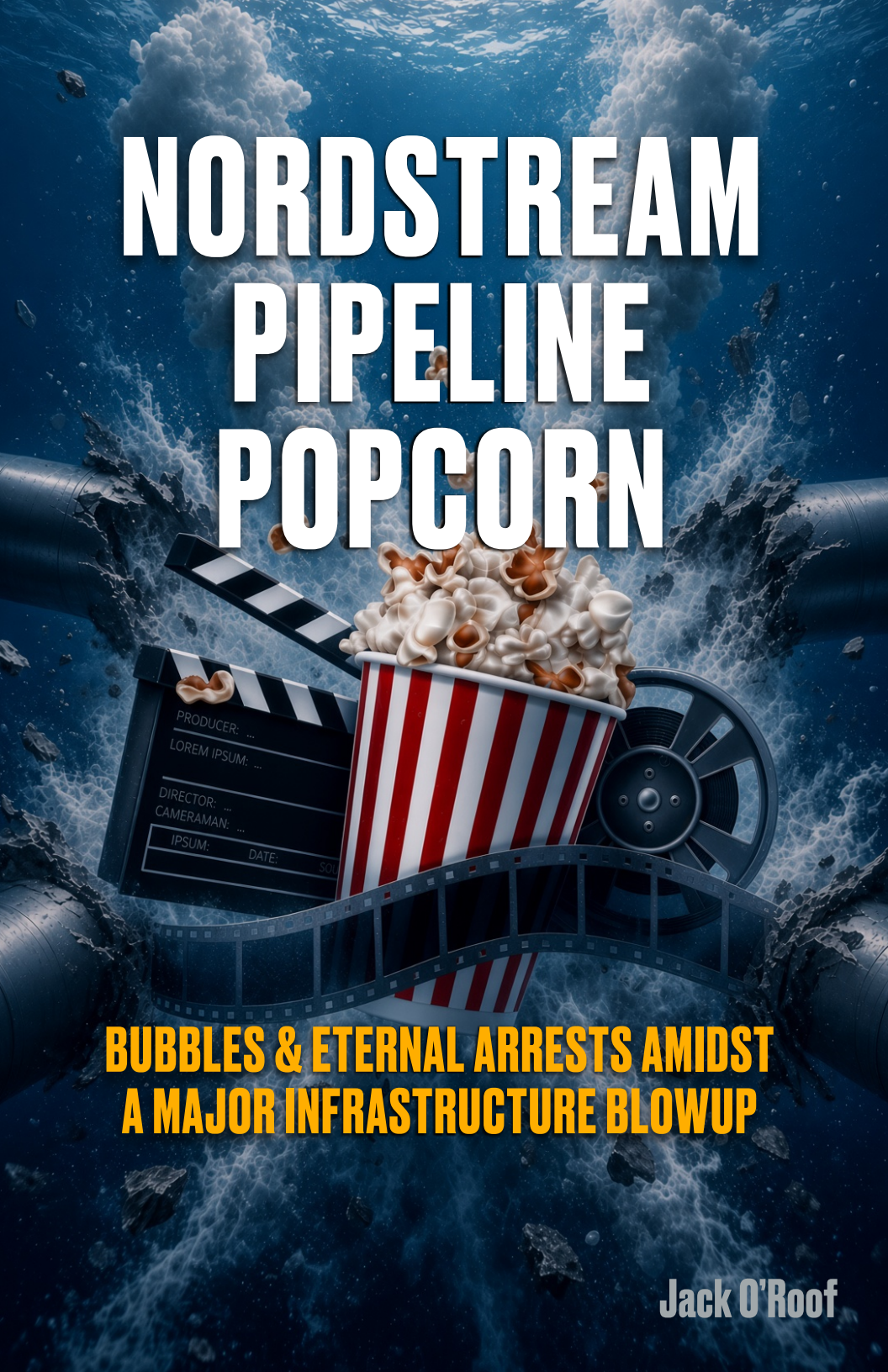


NORDSTREAM PIPELINE POPCORN

The background of the poster is a deep blue underwater scene. A large, dark metal pipeline runs horizontally across the middle, with significant sections broken and debris floating around it. Bubbles are visible throughout the water. In the center, a red and white striped bucket is overflowing with popcorn. To the left of the bucket is a black clapperboard with white text. To the right is a film reel. A strip of film is draped across the bottom of the popcorn bucket.

**BUBBLES & ETERNAL ARRESTS AMIDST
A MAJOR INFRASTRUCTURE BLOWUP**

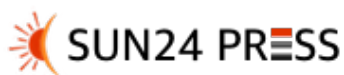
Jack O'Roof

NORDSTREAM PIPELINE POPCORN

JACK O'ROOF

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*“And when you shine,
you're a hilltop mansion.
So how'd you lose the light?
Was it blown by the wind
In the still of the night?”*

The Killers, Battle Born

TABLE OF CONTENTS

Prologue	2
Part I - The Pipeline That Was Too Perfect	
1. Construction, Owners & Insurers	5
2. The Explosions: Three Sites, Seismic Nightmares & Dr. Braun's Thermonuclear Bombshell	8
Part II - The Build-Up Nobody Was Supposed to Notice	
3. The Flyovers: Poseidons Circling the Future Crime Scenes.	11
4. The Politics: Resignations, Ambassadors, Carriers & Panic	14
5. The Real Prize: Energy, LNG Hubs & the Great Transition	17
Part III - The Official Story That Keeps Breaking	
6. The Yacht: Family Sailing, Baltic Mud & Impossible Logistics	20
7. The Ukrainian Arrests: Catch, Release, Re-Arrest, Film Set	23
Afterword	26
About the Author	28

PROLOGUE

Grab your popcorn. No, seriously – pour an extra-large bucket, settle into the most comfortable chair you own, and prepare for the greatest ongoing European performance art project of the twenty-first century. On 19 August 2026, German federal prosecutors proudly announced that a “second Ukrainian suspect” in the Nord Stream pipeline sabotage had been arrested.

His name, in the usual German privacy style, was Vladimir Z. (or Wolodymyr Z., or Volodymyr Zhuravlyov – take your pick). He was a trained scuba diver, they said, and he had helped plant the explosives that tore open the pipelines on 26 September 2022. The arrest took place in the Croatian coastal city of Pula.

On a Hollywood film set. Yes, on a Holly-Wood-Film-Set!

While the cameras were rolling for a thriller called Snake Island, starring Sean Penn and Adrien Brody, about – wait for it – Ukrainian divers planting explosives on pipelines from a sailing yacht. You cannot invent this. The universe itself is trolling it.

But wait. The plot thickens into pure farce.

This same Vladimir Z. had already been arrested in Poland in September 2025 on the exact same European Arrest Warrant. A Polish court took one look at the evidence,

shrugged, and refused extradition. He walked free. One year later the German authorities simply tried again in a different country, as if the previous release had been a minor administrative glitch. Arrest. Release. Re-arrest. Headlines. Collective amnesia. Repeat.

It is no longer an investigation. It is a traveling circus that somehow always finds the same clown.

And that is where this book begins. Because while the German judiciary-media complex keeps playing Whack-a-Diver across half of Europe, one stubborn question refuses to go away: How is it possible that a handful of Ukrainian divers, operating from a Bavaria C50 family sailing yacht – a 15.43-meter pleasure boat designed for a family of five – managed to:

- store and transport hundreds of kilograms of specialized underwater explosives
- sail a complex multi-stop route from Germany to Denmark to Poland and back
- hover for hours above precise locations in the open Baltic without anchoring (impossible at 80 meters depth)
- perform repeated military-style diving operations in the notoriously muddy, cold, low-visibility waters of the Baltic
- and successfully destroy the pipelines not at one site, but at three separate explosion points that are many, many miles apart

The official story asks us to believe all of this was accomplished with what looks suspiciously like supermarket

diving gear, on a boat whose virtual 360-degree tour shows nothing more sophisticated than a nice galley and comfortable berths.

This book is not another solemn geopolitical treatise. It is a guided tour through the bubbles, the contradictions, the surveillance flights that circled the future crime scenes weeks in advance, the political panic in London, Oslo and Washington, the seismic data that makes conventional TNT look like a firecracker, and the never-ending arrest circus that keeps the popcorn flowing.

We will stay funny. We will stay readable. We will stay relentlessly focused on the facts that keep refusing to fit the official script. By the end you may not know who actually did it. But you will know, beyond any reasonable doubt, that the story we have been sold – the story of a few divers on a family yacht – does not hold water.

Not at 80 meters. Not with hundreds of kilos of explosives. And certainly not while Hollywood is already filming the movie version on a coastline where the latest suspect was “arrested”...again.

Pass the popcorn. The show is just getting started.

PART I - THE PIPELINE WAS TOO PERFECT

1. CONSTRUCTION, OWNERS & INSURERS

Let's start with a simple fact that the official “family yacht + supermarket divers” story somehow keeps forgetting: the Nord Stream pipelines were never delicate garden hoses lying on the seabed waiting for a couple of enthusiastic amateurs with a fishing boat.

They were industrial monsters. The idea first surfaced in 1997. A Finnish company called Neste Oyi teamed up with German partners to dream up a direct undersea route that would bypass the political headaches (and transit fees) of Ukraine and Poland. By 2005 the dream had a Swiss passport. Nord Stream AG was incorporated in the quiet lakeside town of Zug, Switzerland – a place better known for discreet banking than for dramatic underwater explosions. The ownership structure was a classic European power-sharing arrangement:

- Gazprom (via its international projects subsidiary) - 51%
- Wintershall Dea (Germany) - 15.5 %
- PEG Infrastruktur / E.ON (Germany) - 15.5 %
- N.V. Nederlandse Gasunie (Netherlands) - 9 %
- Engie (France) - 9 %

In other words: majority Russian state gas giant, minority blue-chip Western European energy companies. The whole thing was designed to last at least fifty years and to move 55 billion cubic meters of gas a year – enough to heat more than 26 million European homes.

Building it was not a weekend DIY project. Specialized pipelay vessels worked around the clock for years. Each 12.2-meter steel section was welded into longer strings, inspected, coated, and carefully lowered to the Baltic floor in a controlled S-curve. The steel itself was high-strength grade SAWL 485 (or equivalent X70), with wall thicknesses ranging from roughly 27 mm to 41 mm depending on the pressure zone. Operating pressures reached up to 220 bar in the Russian section and still 170 bar near Germany.

But the real armor was on the outside. After a sophisticated three-layer polyethylene anti-corrosion coating, each pipe received a thick concrete weight coating – 60 to 110 mm of steel-reinforced concrete loaded with iron ore. A bare steel pipe section weighed about 11 tonnes. After the concrete treatment it tipped the scales at 24-25 tonnes. The concrete did three jobs at once: it kept the pipeline firmly on the seabed against currents, protected it from fishing gear and anchors, and added a serious layer of physical toughness. These were not bare pipes sitting unprotected on the seafloor. They were heavy, rigid, high-pressure arteries engineered to shrug off the Baltic's worst moods for half a century.

Which brings us to the insurance. Nord Stream carried the usual offshore all-risks policies (a modified WELCAR form). When the pipelines were blown open in September 2022, the owners naturally filed claims – a cool 579 million euros, to be precise. In July 2026 London’s Commercial Court told them, essentially, “Nice try.” The judges ruled that a war-exclusion clause applied. The Russo-Ukrainian war was a significant cause of the sabotage, so was ruled, even if no one could name the exact perpetrator. No payout, certainly not 51% to Russia’s Gazprom. So here we are.

A pipeline so robust that it required either several hundred kilograms of specialized military explosives or – according to some seismologists – something even more exotic...allegedly defeated by a handful of divers operating from a 15-meter family sailing yacht whose virtual tour shows a lovely bow and even nicer beds.

The steel and concrete did not care about the official narrative. They simply demanded a certain amount of force. And that force is where the popcorn starts to get really interesting.

Next up: the explosions themselves, the three sites, and a Swiss professor who looked at the seismic data and said, “TNT? You must be joking.”

2. THE EXPLOSIONS: THREE SITES, SEISMIC NIGHT- MARES & DR. BRAUN'S THERMONUCLEAR BOMBSHELL

2 6 September 2022. A quiet Monday in the Baltic Sea. In the early hours, something went bang southeast of the Danish island of Bornholm. A few hours later, more bangs northeast of the same island. Within minutes the surface of the sea was boiling with enormous plumes of methane. Danish fighter jets flew over to confirm what the seismographs already knew: the Nord Stream pipelines had been ruptured. Not once. Not twice.

At three separate locations, many kilometers apart, in water roughly 70-80 meters deep. One of the Nord Stream 1 lines was left partially intact – a small mercy or a curious detail, depending on your taste for conspiracy. The rest of the system was finished. Europe's most expensive undersea gas arteries had been turned into very expensive underwater scrap metal.

The official narrative later claimed that a handful of Ukrainian divers, operating from a modest Bavaria C50 family yacht, had somehow managed to place and detonate several hundred kilograms of specialized underwater explosives at these precise points. Let us pause and look at the numbers that refuse to cooperate with that story.

Swedish and Danish seismological stations recorded the events clearly. The magnitudes were not the polite little bumps you get from a few hundred kilos of TNT. An inde-

pendent analysis by Swiss geophysics professor Dr. Hans-Benjamin Braun later scaled the strongest signals to the equivalent of a magnitude roughly 5.2 event. That is not “a couple of industrial charges.” That is the energy release of hundreds of thousands of kilograms of conventional TNT – or, as Braun argued, something considerably more exotic. Braun pointed to several awkward details:

- the shockwave patterns and the way energy reflected off the Swedish coastline toward Kaliningrad.
- reports of elevated seafloor temperatures after the blasts.
- traces consistent with radioactive material in the atmospheric data in the days that followed.

His conclusion, delivered with the calm of a scientist who has looked at the data rather than the press releases, was simple: conventional TNT in the quantities a small sailing yacht could realistically carry does not explain the seismic signatures. A small thermonuclear or “dirty” device would.

Remember the pipes from Chapter 1? Thick high-strength steel walls. 60-110 mm of iron-ore-loaded, steel-reinforced concrete armor. Each section weighing 24-25 tonnes after coating. Designed for 50 years of high-pressure service in one of the world’s busiest shipping lanes.

Those pipes did not rupture because someone tapped them politely with a diving knife. They required serious,

focused, industrial-scale force applied at multiple, carefully chosen points many kilometers apart.

And yet the story we are asked to accept is that a pleasure yacht designed for a family of five, loaded with what the German media eventually described as “200 to 300 kg of TNT,” managed to:

- reach three separate deep-water sites
- keep station for hours in open sea without a proper anchor (impossible at that depth)
- send divers down repeatedly in the cold, muddy, low-visibility Baltic
- and achieve the equivalent of a small tactical nuclear event

The seismographs did not get the memo about the family yacht. Neither did the concrete-coated steel. The bubbles that rose on 26 September 2022 were not just methane. They were the first big question mark floating to the surface.

Next we will look at who was already flying circles over those exact spots weeks and days before the bangs.

The popcorn is about to get saltier.

PART II - THE BUILD-UP NOBODY WAS SUPPOSED TO NOTICE

3. THE FLYOVERS: POSEIDONS CIRCLING THE FUTURE CRIME SCENES

Long before the first methane plume broke the surface on 26 September 2022, the sky above the future explosion sites was already busy. Very busy. In June 2022, during the large NATO exercise BALTOPS-22, a procession of Boeing P-8 Poseidon maritime patrol aircraft began making repeated, highly specific visits to the exact patches of Baltic Sea that would later erupt in gas.

These were not casual overflights. Several of them flew tight circles over the future crime scenes – sometimes with their transponders switched off. The cast of aircraft was international:

- Italian P-8s operating out of Sigonella via German base
- Icelandic P-8s flying down from Keflavik
- American P-8s
- Norwegian P-8s (Norway had only just received its first Poseidon a few months earlier)

On 8-9 June an Icelandic Poseidon circled the site northeast of Bornholm. On 10 June an Italian Poseidon did the same – transponder off. On 12 June a U.S. Poseidon repeat-

ed the pattern, then refueled near Ronneby, Sweden. On 14 June the Icelandic aircraft returned for another look.

This was not a one-off curiosity during a big exercise. The flights continued into September: On 21 September Swedish military helicopters began their own surveillance runs over the same spots. On 21, 23, 24 and 25 September more U.S. P-8s appeared, some flying low near Bornholm before climbing steeply in the middle of the night.

Then came the morning of the explosions themselves.

Around 4 a.m. on 26 September – mere hours after the first blast southeast of Bornholm and shortly before the later blasts to the northeast – an unidentified P-8 (most likely Icelandic or Norwegian) was once again circling the second explosion site. It arrived from the north, later refueled in Poland, continued east along the pipeline route, and eventually disappeared northwards with its transponder off and identity encrypted.

Meanwhile, a U.S. amphibious ready group centered on the USS Kearsarge (carrying thousands of Marines and dozens of helicopters and aircraft) had been operating in the Baltic throughout August and early September, conducting drills near the Polish port of Gdansk and the future blast zones. The group left the Baltic by 22 September – four days before the bangs.

None of this proves who placed the explosives. It does, however, prove something simpler and more awkward for

the official story: In the weeks and days leading up to 26 September 2022, multiple NATO nations were paying unusually close, repeated, and sometimes electronically silent attention to the precise locations where the pipelines would later be destroyed.

The family yacht with the supermarket diving gear had not yet (according to the official timeline) even begun its complicated multi-stop Baltic cruise. Yet the Poseidons were already drawing circles in the sky, as if someone already knew exactly where to look.

The Baltic was being watched. Very carefully. And the watchers left a paper trail of flight paths that still refuses to disappear.

Next we turn to the politicians who were rearranging the deck chairs in London, Oslo and Washington while those planes were drawing their circles.

The popcorn is starting to taste distinctly geopolitical.

4. THE POLITICS: RESIGNATIONS, AMBASSADORS, CARRIERS & PANIC

While the Poseidons were drawing their quiet circles over the future blast sites, the political class was performing its own high-wire act.

In early July 2022 Boris Johnson's government finally collapsed under the weight of its own scandals. By 6 September Liz Truss was Prime Minister of the United Kingdom. The handover happened with remarkable "speed" – and with a noticeable hardening of language toward Russian energy. Truss had already spent months as Foreign Secretary demanding that NordStream 2 never open. Now she had the top job just three weeks before the pipelines exploded.

Meanwhile, in Oslo, something quieter but equally curious was taking place. On 25 August 2022 three new ambassadors – from Germany, Iceland and Italy – presented their credentials on the same day. Fresh diplomatic faces in the Norwegian capital at the exact moment NATO's maritime patrol aircraft were intensifying their interest in the Baltic.

Then came the carrier visit.

In mid-September 2022 the Norwegian Prime Minister and the Norwegian Minister of Defence boarded a U.S. Navy vessel at sea, later traveling to Norfolk, Virginia, for high-level talks with the Pentagon and members of Congress.

The timing was exquisite: the meetings occurred on 19-20 September, the U.S. amphibious group centered on the USS Kearsarge was still in (or just leaving) the Baltic, and the Poseidon flights over Bornholm were reaching their pre-explosion peak.

None of this is proof of a conspiracy. It is, however, an unusually dense cluster of political and diplomatic movement in the final weeks before the sabotage.

In Berlin the new “traffic-light” coalition of Social Democrats, Greens and Liberals was still finding its feet. The Greens, in particular, had spent years treating Russian pipeline gas as both a moral and a climate emergency. Foreign Minister Annalena Baerbock and Economy Minister Robert Habeck made no secret of their desire to accelerate Germany’s exit from fossil fuels. NordStream, once sold as a purely commercial project, had become a political liability.

Across the Atlantic, the Biden administration had already drawn its own red line. In February 2022, standing beside German Chancellor Olaf Scholz, President Biden had declared that if Russia invaded Ukraine, “there will be no longer a NordStream 2. We will bring an end to it.” The invasion happened. The pipeline’s certification was suspended. And six months later the steel itself was ruptured.

In London, Washington, Oslo and Berlin the political weather was changing fast. Resignations, new ambassadors, carrier visits, stern public statements – all of it occurring while the surveillance aircraft were already loiter-

ing over the precise coordinates that would soon fill with methane bubbles.

The family yacht with the diving gear had not yet (according to the official timeline) left port. The politicians, however, were already rearranging the furniture.

Next we look at the prize that made all this political energy worthwhile: the scramble to replace Russian pipeline gas with LNG, new hubs, and a greener (or at least differently sourced) European energy future.

The popcorn is now fully seasoned with geopolitics.

5. THE REAL PRIZE: ENERGY, LNG HUBS & THE GREAT TRANSITION

Pipelines are boring until someone blows them up. Then they suddenly become the most interesting pieces of infrastructure on the continent. The real prize was never the steel and concrete lying on the Baltic floor. It was the gas that no longer flowed through them – and the scramble to replace it.

For years the United Kingdom had watched continental Europe grow comfortable with cheap, long-term Russian pipeline contracts. After Brexit, London saw a strategic opening. Britain's LNG terminals had been running well below capacity. If Russian volumes could be squeezed or eliminated, those terminals could become a major gateway for American, Qatari and other liquefied natural gas heading into the European market. Boris Johnson's government made the point repeatedly and with increasing urgency: Europe should wean itself off Russian hydrocarbons, and the UK was ready to help – commercially, of course.

In Washington the language was even more direct. At a Senate hearing on 7 December 2021, Senator Ron Johnson pressed Victoria Nuland hard. He spoke of “rolling back” Nord Stream 2 and taking action that would prevent the pipeline from ever becoming operational. Nuland's careful-worded reply has become famous: if President Putin moved on Ukraine, “our expectation is that the pipeline

will be suspended.” The invasion came in February 2022. Certification was frozen. Six months later the pipes themselves were open to the sea.

As stated, in Berlin the new traffic-light coalition of Social Democrats, Greens and Liberals had its own powerful internal driver. Binding renewable targets and a rapid phase-out of Russian energy became official policy. Nord-Stream, once defended by previous German governments as a purely commercial venture, was now politically radioactive.

Norway, ever practical, was already moving. A new, smaller Baltic gas connection was inaugurated only days after the explosions – a timely demonstration that alternative routes and suppliers were ready to step in.

The deeper shift was structural. Stable, multi-year pipeline contracts at relatively predictable prices were to be replaced by cargoes of LNG bought on the more volatile spot market. Energy security arguments, climate targets, and commercial opportunity all pointed in the same direction: less Russian pipeline gas, more flexible (and more expensive) LNG, and a faster “great transition” – at least on the PowerPoint slides.

None of this proves that anyone ordered the sabotage. It does, however, explain why so many powerful actors on both sides of the Atlantic had quietly stopped treating the continued operation of NordStream as essential.

The family yacht with the diving gear was still (according to the official timeline) preparing for its complicated multi-stop Baltic cruise. The energy map of Europe was already being redrawn in real time.

Next we finally climb aboard that famous Bavaria C50 and examine the logistics that were supposed to make the impossible look routine.

The popcorn is about to meet the open sea.

PART III - THE OFFICIAL STORY THAT KEEPS BREAKING

6. THE YACHT: FAMILY SAILING, BALTIC MUD & IMPOSSIBLE LOGISTICS

At last we come to the star of the official story: the Bavaria C50. She is a handsome 15.43-meter sailing yacht, designed for comfortable family cruising.

The manufacturer's own 360-degree virtual tour shows a bright galley, cosy berths, a pleasant saloon, and enough space for about five people to enjoy a summer holiday. What it does not show is a reinforced deck for heavy military explosives, a moon pool, a dynamic-positioning system, or any of the specialized equipment normally associated with deep-water sabotage operations.

According to the German investigation, this pleasant family boat was the platform from which a small team of Ukrainian divers somehow:

- loaded and concealed 200-300 kg of specialized underwater explosives
- sailed a complicated multi-stop route through German, Danish and Polish waters
- hovered for hours above precise locations in the open Baltic without being able to drop a conventional anchor (the water was roughly 70-80 meters deep)

- sent divers down repeatedly into the cold, dark, notoriously muddy Baltic
- and successfully attacked three separate pipeline sites many kilometers apart

Let us linger on a few practical details that the official narrative prefers to glide over.

Keeping a sailing yacht stationary in open sea at that depth is extremely difficult. Without a proper deep-water anchor or dynamic positioning, the boat drifts with wind and current. Hovering “for hours” while divers work below requires either constant engine use (noisy, fuel-hungry, and visible) or remarkably calm conditions that the Baltic rarely provides on demand.

Diving conditions in the central Baltic are poor. Visibility is often measured in centimeters rather than meters. The water is cold. The bottom is soft mud. Working with heavy explosive charges under those conditions, at night or in low light, while maintaining precise placement on thick concrete-coated pipes, is the sort of task usually assigned to professional military saturation divers supported by specialized vessels – not by a handful of people operating from a pleasure yacht.

Then there is the simple question of space and weight. Several hundred kilograms of explosives – for multiple explosion sites, eventually –, plus diving gear, backup equipment, and the divers themselves, have to fit inside a boat whose interior was designed for weekend sails and family

dinners. The same boat then has to move discreetly between multiple sites without attracting the attention of the busy Baltic shipping traffic or the surveillance aircraft we met in Chapter 3.

None of these points is fatal on its own. Taken together, they turn the official story into a remarkable feat of logistics that would make a special-forces planner raise much more than just an eyebrow.

The Bavaria C50 is a lovely yacht. She was simply never designed for the role she has been asked to play in the NordStream saga.

Next we reach the final act of the performance: the never-ending sequence of arrests, releases, and re-arrests that keeps the popcorn flowing to this day.

The circus is about to arrive in full costume.

7. THE UKRAINIAN ARRESTS: CATCH, RELEASE, RE-ARREST, FILM SET

And so we arrive at the final act of the performance – the part where the German authorities keep trying to arrest the same small cast of Ukrainian divers, only for the European legal system to keep hitting the eject button.

The story begins, as these things often do, with a European Arrest Warrant. In 2024-2025 German federal prosecutors identified a first Ukrainian suspect and requested his extradition. An Italian high court in Rome looked at the file and said, in effect, “Not so fast.” The extradition was blocked. Later the man was somehow transferred anyway – a legal plot twist that already felt like it belonged in a lesser thriller.

Then came Vladimir Z. (or Wolodymyr Z., or Volodymyr Zhuravlyov – the German privacy rules keep the full name tastefully blurred). In September 2025 Polish police arrested him near Warsaw on the German warrant. A Polish court examined the evidence, shrugged, and refused extradition. He walked free.

One year later the same warrant, the same man, a different country. In August 2026 Croatian authorities detained him in the coastal city of Pula. The location? A working Hollywood film set. The production? A thriller called ‘Snake Island’, starring Sean Penn and Adrien Brody, about

Ukrainian divers planting explosives on pipelines from a sailing yacht. You could not script it better if you tried.

The alleged real-life NordStream diver was collared while extras in Ukrainian patches were busy reenacting the exact same operation for the cameras. This is no longer an investigation. It is a traveling European circus in which the same clown is repeatedly chased, caught, released, and chased again while the audience is instructed to gasp afresh each time.

Arrest.

Release.

Re-arrest.

Breathless headlines.

Collective amnesia.

Repeat.

Four years after the largest act of industrial sabotage in modern European history, the mighty *Generalbundesanwalt* is still playing Whack-a-Diver across half the continent.

Meanwhile the concrete-coated pipes, the seismic records, the Poseidon flight paths, and the awkward logistics of a family yacht remain exactly where they were – stubbornly refusing to fit the official story.

The popcorn is nearly finished. The credits, however, are still rolling.

And somewhere in a Croatian editing suite, the fictional version of the same tale is being cut together for a future streaming release.

The universe, it seems, has a sense of humor.

AFTERWORD

So here we are.

A handful of divers.

A family sailing yacht.

Hundreds of kilograms of explosives.

Three separate deep-water sites.

Seismic signals that refuse to match the official quantities.

Surveillance flights that circled the exact locations weeks in advance.

Political careers and energy maps that shifted at remarkable speed.

And a never-ending European arrest circus that keeps rearranging the same suspects like deckchairs on a very strange ship. This book did not set out to name the perpetrators.

It set out to ask a simpler, more stubborn question: Does the story we have been asked to believe actually hold water? After walking through the steel and concrete, the seismic data, the flight paths, the political timing, the yacht's impossible logistics, and the traveling arrest show, the answer seems clear enough: it does not.

And while that official narrative holds, so does the insurance outcome we met in Chapter 1. As long as the courts accept that the Russo-Ukrainian war was a "significant cause" of the sabotage, the war-exclusion clause remains in

force. The 579 million euros claimed by the Nord Stream owners stay firmly in the insurers' pockets. No payout – especially not 51% of it to Russia's Gazprom, of course, given the Ukraine war setting. The story that keeps the divers and the family yacht in the headlines is the same story that keeps the money locked away.

The bubbles that rose from the Baltic in September 2022 were never just methane.

They were question marks.

And four years later those question marks are still floating on the surface, waiting for an investigation that treats the public as adults rather than as an audience that can be reset with every new headline.

Until that investigation arrives, the popcorn remains available.

Jack O'Roof / August 2026

ABOUT THE AUTHOR

Jack O'Roof is the pseudonym of an independent European writer and investigator who prefers to let the facts (and the absurdities) speak for themselves.

Under this name he has previously published sharp, darkly humorous examinations of major financial and political scandals, including 'The Wirecard Implosion' and 'The Communist Ghost'.

When he is not following pipeline bubbles, judicial circus, or Hollywood film sets, he can usually be found with a large bucket of popcorn and a healthy distrust of official narratives.

In September 2022 the Nord Stream pipelines exploded in the Baltic Sea.

Four years later the official story still claims the impossible: a handful of Ukrainian divers operating from a modest family sailing yacht somehow managed to destroy one of Europe's most heavily engineered pieces of undersea infrastructure at three separate deep-water sites.

NordStream Pipeline Popcorn is a sharp, witty guided tour through the bubbles, the contradictions, and the never-ending arrest circus that followed. From concrete-coated steel pipes and awkward seismic data to Poseidon surveillance flights, political reshuffles, and a Hollywood film set in Croatia, this book asks the question the headlines prefer to avoid:

Does the official story actually hold water?

