

# JOINT ANALYTICAL CELL



## Fisheries Intelligence Report

4 August 2022

IN COLLABORATION WITH:



### Vessel Report - GLORIWAVE

Report number	JAC-005
Report type	Rapid response
Report subject	GLORIWAVE - a tanker seen fuelling vessels in the NPFC Convention Area without authorisation
Issue date	04 August 2022
Security notes	No confidential information

## Summary

AIS analysis indicates that the Sierra Leone flagged tanker GLORIWAVE likely engaged in bunkering of China-flagged, NPFC-authorized fishing vessels, whilst operating without authorisation in the NPFC Convention Area during June and July 2022. Three likely and 13 potential encounters were identified, as well as a number of loitering events that could be indicative of additional encounters with vessels not transmitting on AIS. In addition, an unofficial source reports that the vessel was involved in smuggling of goods, including fish products, into Russia.

Company registry sources indicate that the vessel's registered owner, Stukita Shipping Co Ltd, is 100% owned by a British national linked to an address in Cyprus, with likely family connections to the majority shareholder and director of HSH (Shipping and Trading) Co Ltd. This indicates that at a minimum the management, and potentially the beneficial ownership of the vessel, lies with the same family.

## Analysis

### Vessel operations in the NPFC Convention Area

AIS indicates that during 2022 the Sierra Leone flagged tanker GLORIWAVE (9017666 - for full vessel details see Annex) operated primarily in the EEZs of Russia and the disputed Kuril Islands, with port visits in Russia, South Korea and China. However, from 19 June to 12 July 2022 the vessel was present in the high seas of the NPFC Convention Area (NPFC-CA), with tracks indicating that it was highly likely engaged in bunkering NPFC-authorized fishing vessels, despite having no authorisation to do so.

GFW data identifies a number of likely and potential encounters with Chinese-flagged, NPFC-authorized fishing vessels in the NPFC-CA. In addition, a number of loitering events are detected, which represent potential additional encounters with dark vessels, indicating that GLORIWAVE likely had more encounters whilst in the NPFC-CA than are identified in this report.

For the definitions of encounter and loitering events in GFW data - see Annex.

### Encounters

The GFW encounters algorithm identified three likely (type one) encounters with Chinese-flagged, NPFC-authorized squid jiggers - MING MAO, HAN YI 23 and ZHOU YU 909. In addition, a further 17 potential (type two) encounters were identified with 13 additional Chinese-flagged, NPFC authorized fishing vessels. For a definition of type one and type two encounters, see Annex. The 16 vessels that were detected in likely or potential encounters with GLORIWAVE are owned by just five companies in China: CNFC Overseas Fishery Co Ltd, China Aquatic Products Zhoushan Marine Fisheries Co, Zhoushan Hanyi Deep-Sea Fishing Co Ltd, Zhoushan Putuo Deepsea Fishery Corp and Zhoushan Huaying Ocean Fisheries Co Ltd. For the full details of all detected likely and potential encounters see Annex.

It should be noted that it is likely that not every detected encounter equates to a discrete bunkering event - in some cases one vessel has been detected in two encounters with GLORIWAVE over the course of two days. This could result from such things as vessels operating in the vicinity of the tanker before or after bunkering. However, the overall pattern is clearly indicative of a tanker engaged in bunkering fishing vessels at sea

### Loitering

A total of 9 loitering events were detected within the NPFC-CA, occurring between 3 - 11 July 2022. This indicates that GLORIWAVE likely engaged in more potential bunkering events than were visible as encounters on AIS. More than half of these events took place in the vicinity of the popular squid jigging

location around 42° 42' 0" N 166° 58' 48" W. The remaining events mostly occurred on the Emperors Seamount (46° 28' 12" N, 168° 49' 12" E).

### Track of GLORIWAVE from 01JUN2022 to 16JUL2022

— Country boundaries    ■ EEZ boundaries

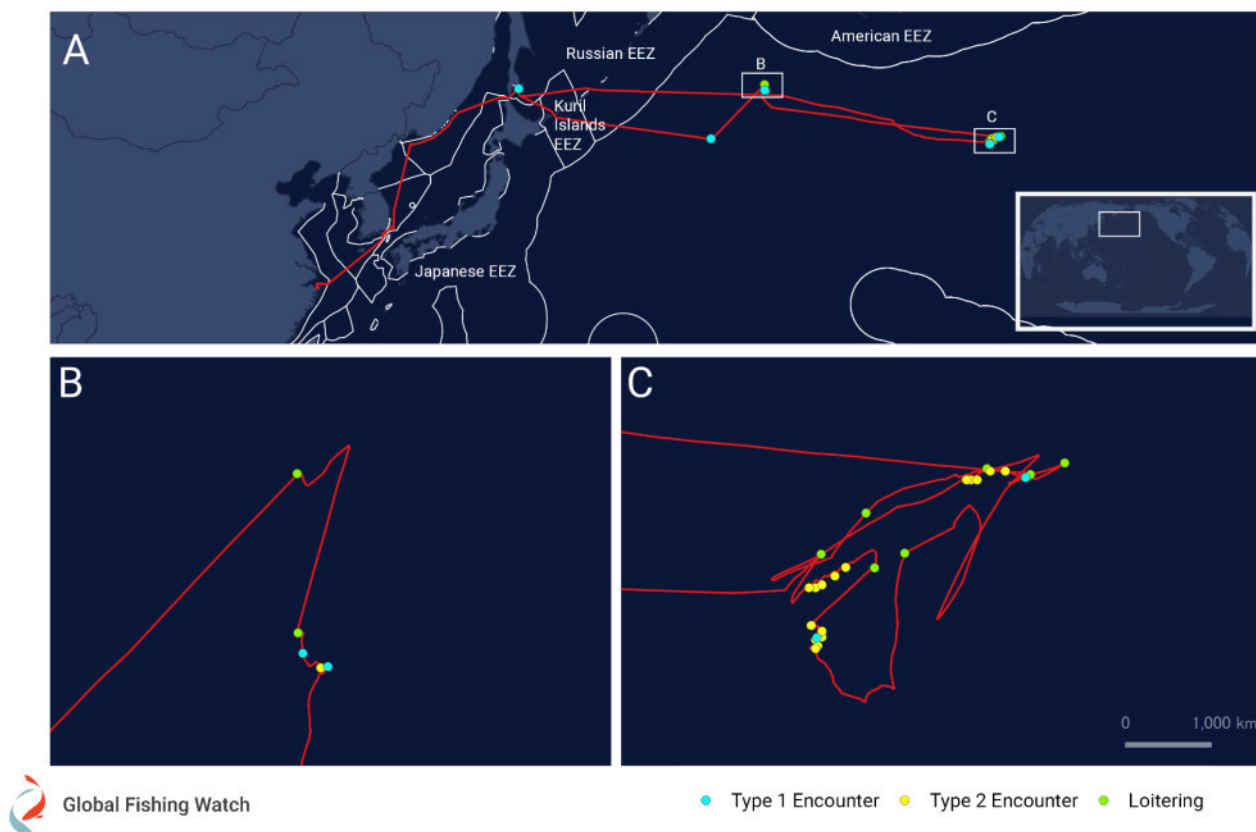


Figure 1: Track of GLORIWAVE while operating in the NPFC Convention Area with GFW loitering events, and type 1 and type 2 encounters

## Compliance history

A Russian news article<sup>1</sup> dated April 2022 suggests that GLORIWAVE was involved in smuggling of alcohol, cigarettes and fish products into Russia, with goods seized worth more than 0.5 million roubles. It should be noted this source lists the vessel operator as JSC Nakhodkatanker, which is different to, but shares contact details with, the operator listed in SeaWeb (see below).

## Ownership

According to the SeaWeb database, the registered owner of the GLORIWAVE is Stukita Shipping Co Ltd, a Cyprus-based company, while the operator and ship manager is Fortune Tanker JSC (Акционерное общество ФОРТУНА ТАНКЕР), a Russia-based company. Stukita Shipping Co Ltd is wholly owned by

<sup>1</sup> <https://www.news1.ru/society/2022/04/04/208024/>

Louisa Beth Podrezova, a British national<sup>2</sup>. The sole director of Stukita Shipping Co Ltd is Konstantinos Alexanov, a Cyprus national.

Until 9 September 2021 (the last available annual return submitted by Stukita Shipping Co Ltd), the sole shareholder was Fairlane Shipping Ltd, a Belize-incorporated company<sup>3</sup>. Fairlane Shipping was reportedly “struck off” from the International Business Companies Registry of Belize in 2021<sup>4</sup>. According to SeaWeb, Fairlane Shipping is a subsidiary of Fortune Tanker JSC, suggesting that as of September 2021 this company was the beneficial owner of GLORIWAVE. The company is no longer affiliated with any other vessels via SeaWeb. A transfer of shares was reported on 4 March 2022, however the underlying documentation does not identify to whom the shares were transferred. It is possible this transfer of shares was from Fairlane Shipping Ltd to Louisa Beth Podrezova.

Finally, Stukita Shipping Co Ltd is the sole shareholder of O.G. Chartering Limited, a Cyprus-incorporated company. However, the company was dissolved on August 20, 2021. Prior to O.G. Chartering Limited’s dissolution, it also shared a director with Stukita Shipping, Konstantinos Alexanov.

Intelligence was shared indicating that GLORIWAVE is managed by HSH (Trading and Shipping) Ltd, with a request to investigate the possibility that this company is the vessel’s beneficial owner.

HSH (Trading and Shipping) Ltd is another Cyprus-based company with which Stukita Shipping Co Ltd shares an address in Cyprus<sup>5</sup>. There are four shareholders of HSH: Maximiliano Ventures Limited (25.01% - this company is fully-owned by Josef Hans Bernhard Heckner, a German national), Andrey Podrezov (1%), Ilya Podrezov (1%), and Sergey Podrezov (54.99%). The Director, Serguei Podrezov (a Russian national, likely the same individual as the majority shareholder despite alternative spelling) shares a family name with the shareholder of Stukita Shipping Co Ltd (Podrezova), and an unofficial source was identified indicating that an individual of this name has connections to the same resort/development in Cyprus where the listed address of Louisa Beth Podrezova is situated<sup>6</sup>. In addition, Serguei Podrezov was a former director (as of 2003) of Stukita Shipping Co Ltd<sup>7</sup>. This suggests that, although they have no overlapping directors of shareholders at present, both companies are linked to / owned by the same family.

A number of additional connections between Stukita Shipping, HSH (Shipping and Trading) Ltd, JSC Fortune Tanker (the beneficial owner of GLORIWAVE as of 2021) and JSC Nakhodkatanker (the other company named as operator) have been identified:

- Stukita Shipping, HSH (Trading and Shipping) and Maximiliano Ventures (the shareholder of HSH (Trading and Shipping)) have the same company secretary - Cyproservus Co Ltd - although preliminary analysis indicates that this company appears to serve as the company secretary for dozens of other companies in the Cyprus corporate registry.

<sup>2</sup> According to Cyprus corporate registry documents, the listed address of Louisa Beth Pedrezova is Villa 195 Orestes, 4 Aphrodites Hills, Kouklia 8500, Paphos, Cyprus [Villa 195 Ορέστη, 4 Αφροδίτες Hills, Κούκλια 8500, Πάφος, Κύπρος].

<sup>3</sup> The listed address for the company is Craig Street Ap. 7, P.O. Box 322, Belize City, Belize. Source: Cyprus Corporate Registry.

<sup>4</sup> <https://www.ibcbelize.com/wp-content/uploads/2021/03/Struckoff2021.pdf>

<sup>5</sup> The shared address between the two companies is 28 October, 313, Omrania Centre, Floor 1, 3105, Limassol, Cyprus [28 Οκτωβρίου, 313, Omrania Centre, Floor 1, 3105, Λεμεσός, Κύπρος]. It remains unclear at present if this is a commonly used address by other companies in Cyprus.

<sup>6</sup> <https://spyrouarchitects.com/en/portfolio/serguei-podrezov-no1-main-house-aphrodite-hills/>

<sup>7</sup> In the Stukita role the name was spelled Sergue Podrezov, but date of birth and ID number confirm this was the same individual

- In addition to Serguei Podrezov, the companies share a second historical director - Michael Afanasjevs (German) was a former director of HSH (Trading & Shipping) Limited, as well as a former director (as of 2003) of Stukita Shipping Co Ltd<sup>8</sup>.
- HSH (Trading and Shipping) shares contact details in Russia (phone number and address<sup>9</sup>) with JSC Fortune Tanker and JSC Nakhodkatanker - the two companies that sources identify as the operators of GLORIWAVE. Sources indicate that these contact details are primarily associated with JSC Fortune Tanker<sup>10</sup>.
- The tanker SYLT (8700137), also flagged to Sierra Leone, is currently owned by HSH (Trading and Shipping) Ltd. JSC Fortune Tanker, JSC Nakhodkatanker and Stukita Shipping Co Ltd all appear in the vessel's owner and operator history, sometimes multiple times. For example, SeaWeb indicates that from 2008 to present the registered owner of this vessel was Stukita Shipping, followed by HSH (Trading and Shipping), Fortune Tanker JSC then HSH (Trading and Shipping) again.

Although this information is not sufficient to conclude definitively that HSH (Trading and Shipping) Ltd is the beneficial owner of GLORIWAVE, it is clear that at a minimum the management / directorship of the vessel's registered owner and HSH (Trading and Shipping) lies with the same family, and it is likely that the beneficial ownership of the vessel lies with this family also.

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<sup>8</sup> Name, date of birth and ID number confirm that this is the same individual

<sup>9</sup> +7 423 662 6678; Apartment 9, ul Pogranichnaya 44, Nakhodka, Primorskiy kray, 692900

<sup>10</sup> eg. [https://www.new-ships.com/orderer-9693518-Fortune\\_Tankers\\_JSC.html](https://www.new-ships.com/orderer-9693518-Fortune_Tankers_JSC.html)

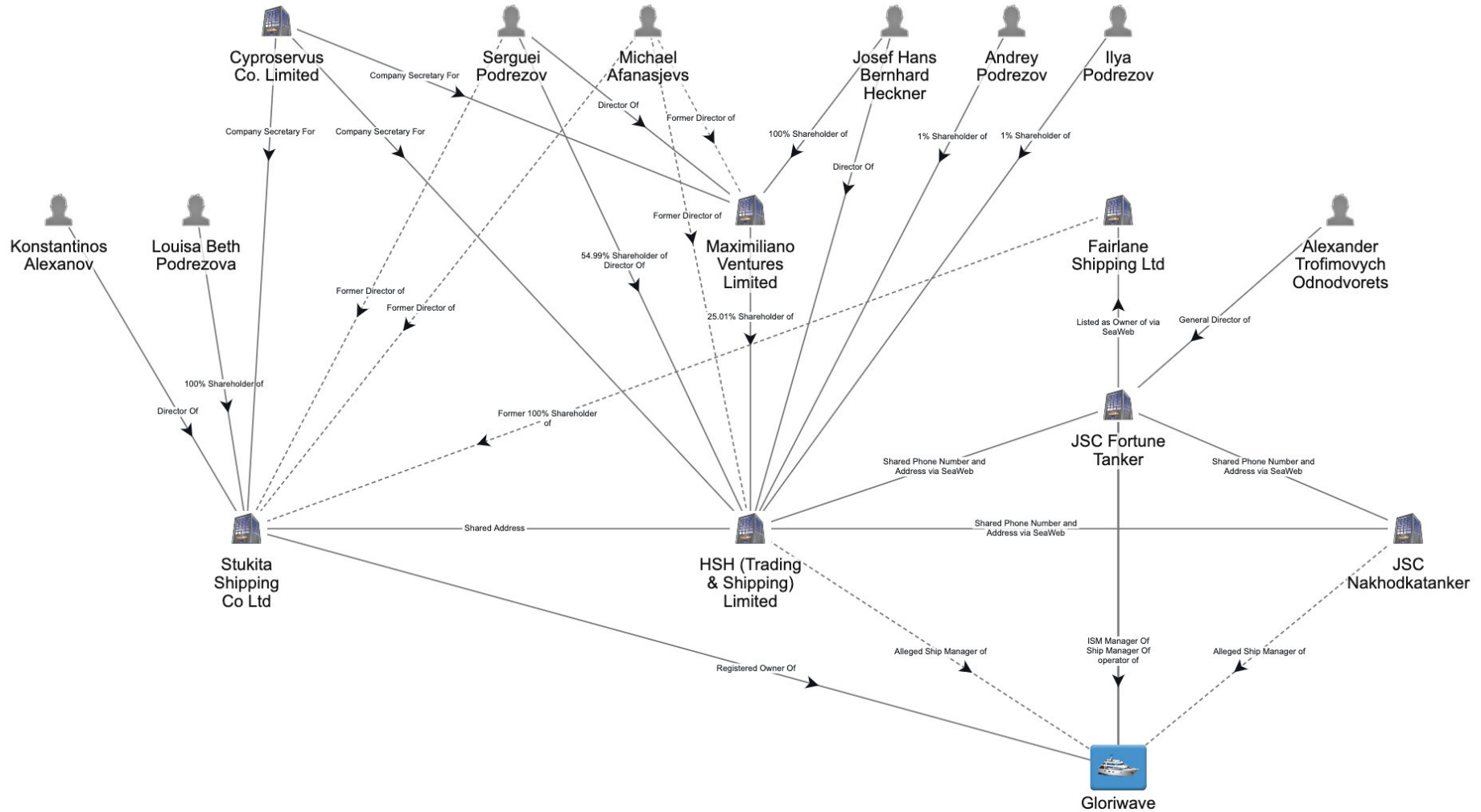



Figure 2: Ownership and key persons of companies linked to GLORIWAVE

## Annex

Table 1: GLORIWAVE vessel details

Current Vessel Details: GLORIWAVE	
<b>Name</b>	GLORIWAVE
<b>Flag</b>	Sierra Leone
<b>IMO</b>	9017666
<b>Call Sign</b>	9LC2077
<b>MMSI</b>	667498000
<b>Vessel Type</b>	Tanker
<b>Gear Type</b>	n/a
<b>Owner</b>	Stukita Shipping Co Ltd
<b>Operator</b>	JSC Fortune Tanker (JAO Fortuna Tanker)
<b>Authorisations</b>	None identified



Source:  
<https://vesseljoin.com/vessel/gloriwave/>

Table 2: GLORIWAVE detected encounters in the NPFC-CA, with vessel details and ownership cross-referenced from nb. gear type for all vessels, based on vessel database sources and GFW's gear detection algorithm, was squid jigger

Vessel Name	MMSI	IMO	Owner	Flag	Date of Encounter	Type of Match
MING DA	<a href="#">412401580</a>	8779968	CNFC Overseas Fishery Co Ltd	CHN	8/7/2022	2
MING MAO	<a href="#">412699220</a>	8775261	CNFC Overseas Fishery Co Ltd	CHN	8/7/2022	1
PU YU 6008	412674970	8786002	Zhoushan Putuo Deep Sea Fishery Corp	CHN	3/7/2022	2
HUA YING 803	412422706	8776643	Zhoushan Huaying Ocean Fisheries Co Ltd	CHN	3/7/2022	2
HAN YI 713	412420171	8785668	Zhoushan Hanyi Deep	CHN	3/7/2022	2

			Sea Fishing Co Ltd			
HAN YI 23	412549113	9893187	Zhoushan Hanyi Deep Sea Fishing Co Ltd	CHN	3/7/2022	1
PU YU 6008	412674970	8786002	Zhoushan Putuo Deep Sea Fishery Corp	CHN	2/7/2022	2
HUA YING 819	412422704	8776526	Zhoushan Huaying Ocean Fisheries Co Ltd	CHN	2/7/2022	2
HUA YING 819	412422704	8776526	Zhoushan Huaying Ocean Fisheries Co Ltd	CHN	27/6/2022	2
ZHOU YU 904	412420982	8783414	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	26/6/2022	2
PU YUAN 801	412420114	8779920	Zhoushan Putuo Deep Sea Fishery Corp	CHN	26/6/2022	2
ZHOU YU 688	412672050	8783244	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	26/6/2022	2
ZHOU YU 909	412421139	9861110	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	26/6/2022	1
HUAYING803	412422706	8776643	Zhoushan Huaying Ocean Fisheries Co Ltd	CHN	26/6/2022	2
ZHOUYU691	412672020	8783270	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	26/6/2022	2
ZHOU YU 697	412671950	8783309	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	26/6/2022	2
ZHOU YU 698	412671940	8783311	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	26/6/2022	2
ZHOU YU 910	412421146	9861122	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	25/6/2022	2
ZHOU YU 679	412672150	8783165	China Aquatic Products Zhoushan Marine Fisheries Corp	CHN	25/6/2022	2
ZHOU YU	412671950	8783309	China Aquatic Products	CHN	25/6/2022	2



697			Zhoushan Marine Fisheries Corp			
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## Encounters and loitering definitions

### Encounters

An encounter is when two vessels meet at sea. This may indicate possible transshipment or bunkering activity between two vessels. Vessel encounters (type one) are defined by Global Fishing Watch as when two vessels are within 500m of each other for at least two hours and travelling at < 2 knots, while at least 10km from a coastal anchorage.<sup>11</sup> Global Fishing Watch's algorithm relies on cleaned historical data from at least 48 hours previous from the date the analysis was conducted.

In this analysis Global Fishing Watch also utilised a second encounter algorithm, to increase the detection rate of potential operations. The type two encounter algorithm attempts to match fishing vessels with poor AIS data quality with tanker or carrier loitering events by looking at numerous factors. These factors include a fishing vessel's speed, course, heading, distance from shore, and time elapsed between when the fishing vessel's AIS was not broadcasting and when the loitering event occurred. This is a less conservative algorithm, which is expected to have a higher false positive rate, however in this case all detected encounters have been manually inspected and are confirmed as likely encounters.

### Loitering

Global Fishing Watch defines a loitering event as when a carrier or bunker vessel travels at speeds of < 2 knots for at least four hours, while at least 20 nautical miles from shore. Loitering by a single carrier or bunker vessel which exhibits behaviour consistent with encountering another vessel at sea, but where no second vessel is visible on AIS, may also indicate a possible transshipment or bunkering event, but with a dark vessel that is not transmitting AIS data. This may be because the second vessel is deliberately avoiding AIS transmission, doesn't have AIS installed, or due to poor satellite coverage or the size of the second vessel

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<sup>11</sup> Miller, N., A. Roan, T. Hochberg, J. Amos and T.A. Kroodmsma. "Identifying Global Patterns of Transshipment Behavior." *Frontiers in Marine Science* (2018). <https://doi.org/10.3389/fmars.2018.00240>

# JOINT ANALYTICAL CELL



## About the Joint Analytical Cell:

The Joint Analytical Cell, or JAC, provides authorities with fisheries intelligence, data analysis and capacity building to help combat illegal, unreported and unregulated fishing. Founded by the International Monitoring, Control and Surveillance Network, Global Fishing Watch and TM-Tracking, the initiative harnesses innovative technology and the complementary expertise of its collaborating organizations to improve the effectiveness of fisheries monitoring, control and surveillance. By fostering cooperation among State and non-State partners, the JAC seeks to build insights and capacity that will help enhance fisheries management.

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