

Witness Statement of: **Anton TROTSKIY**

on Behalf of:

Exhibits:

Dated: **XXX**

WITNESS STATEMENT

Matter: m.v. "LYNN"
First Witness Statement of: **Anton TROTSKIY**
Address: Flat 1
Ul Sofievskaya 2B
Odessa
Ukraine
Date of birth: 30.01.1951

1. I am making this statement in connection with the sinking of the m.v. "LYNN".
2. Unless otherwise stated, all times to which I refer in this statement are expressed in units of the 24 hour clock, and are in local time, which was GMT + 2 hours on board at the place where the vessel sank.
(To get GMT, subtract 2 hours from the times shown in this statement).
3. All dates given in my statement where the day, month and year are specified they are given in the order of day / month / year, with each being stated by two digits, so are in the *dd.mm.yy* format.

I, Anton Trotskiy, of Flat 1, Ul Sofievskaya 2B, Odessa, Ukraine, will say:-

4. I was born on 30.01.51 in Russia. I am 50 years old.
5. I am the holder of Ukraine passport no. AH577866, type P, issued on 23.05.98, which expires on 23.0508. My passport spells my name as Anton Trotsky.

6. I am married with three sons.
7. To date, I have spent my working life at sea, which has been for the last 21 years.
8. I first went to sea in the USSR Research Fleet, but in the last ten years, since independence, I have served on various types of ships, on various flag vessels and traded worldwide.
9. I am qualified and hold certificates to serve at sea, either on deck as an able seaman, or in the galley as a cook. As a result I have served both on deck as AB and Bosun and also as a cook.
10. I joined the m.v. "LYNN" as cook on 20.01.01 in Limassol, Cyprus. I obtained the job through a crewing agency in Odessa. I joined the ship with seven other persons from Odessa on the same day. The seven persons included the vessel's Captain, Chief Engineer, Chief Officer and Bosun.
11. I had never seen the "LYNN" before joining her and I don't think any of the other seven had either.
12. My terms of employment were set out in a contract (my copy of the contract was lost with the ship). I was to be paid \$650 monthly; to serve an eight month period on board, and my flights to the vessel from home and back would be paid for by the vessel's owner.
13. Most of my monthly salary was sent directly home by the ship-owner, but I was able to draw on some of it, through the Captain, to meet money I wanted on board.
14. I believe that my salary, up to and including the end of July has all been sent home and paid in full. I think I am only due my salary for September and August, plus compensation for days off.
15. When I joined the ship there were already two crew members on board from the previous crew. One was an Indian sailor and the other a Romanian mechanic. I did not know these two, nor had I met any of the seven Ukrainian crew I joined with before.
16. We spent the first ten to fourteen days on board working to get the ship ready to go to sea. The vessel was out at anchor in Limassol Roads for this period. There was no cargo on board. I spent a lot of time cleaning the galley and store rooms. I believe the engineers spent their time working in the engine room on the machinery. The deck crew worked out on deck, painting and maintaining the ship.

17. Once the ship was ready, we went into Limassol Port and loaded a cargo of containers for Greece.
18. The ship had a stern ramp which led onto a 'Tween deck, so cargo could be driven up on board. There was a hold between the 'Tween deck and it was possible to load cargo on the main deck. The ship was specifically designed to carry containers and general cargo. It was a LoRo vessel.
19. For about the next three months we carried cargos between Cyprus and Greece. The cargoes were mainly containers, but we also went Vassiliko Bay, Cyprus, to load copper blocks for Sussaki, Greece on two previous occasions.
20. After about a month and a half on board the Captain who joined with us left and was replaced by Captain Alabin. I do not know why the first captain was taken off the vessel, but recall it was a surprise – we arrived in port and Captain Alabin was on the dock waiting to take over. I do not think that the Captain expected to be relieved.
21. In about March the Chief Engineer left the vessel. This was unexpected as he joined at the same time as us and he should have completed his contract in September. He had joined with his son, Dennis, and served on deck as a sailor. As we arrived in port a new sailor joined to replace Dennis. Dennis was sacked. Dennis left the ship on Saturday. The Chief Engineer left on the following Tuesday.
22. The ship sailed without a Chief Engineer for one round voyage from Cyprus to Greece and back. The Second Engineer and Romanian mechanic ran the engine room until the new Chief Engineer joined. At some time in May the Indian Seaman's contract was finished so he left the ship and was not replaced.
23. In February a representative of the Ship-owner joined the ship. I was introduced to him as "Antonios Sakis", a Superintendent. I do not know how his name was spelt. He came on board in Limassol and lived in his own cabin. I think Sakis was Greek. He did not speak to us in Ukrainian, but in English. He kept to himself. He cooked his own food and did not eat the food I prepared for the rest on board. Sakis was involved in the cargo loading and ordering spare parts for the engine.
24. Sakis lived on board most of the time but went home for Easter and when the ship was in Limassol during repairs.

25. Whilst I was on board the ship went only Greece and Cyprus. We did not go to northern Cyprus.
26. The Romanian mechanic went home in July as his contract had finished. He was not replaced.
27. In May the vessel ceased trading and underwent repairs for about three months. The ship did these repairs in Limassol. We spent about two or three weeks in dry-dock welding new steel on the ship's hull and in the hold. At the same time the engineers were working in the engine room. I think there was a lot of work in the engine room.
28. When the dry-dock work had finished we went to a nearby repair dock to continue repairing the engine with the vessel afloat.
29. In early August, the ship was still repairing her engine at the repair dock and we were towed by tugs across to the nearby container terminal. We loaded 8 x 20ft containers on deck and then the ship was towed back to the repair dock.
30. After a further 2 - 3 weeks the engine repairs were completed and tested in the open sea. Sakis had spent most of this repair period in Greece, I think he was organising spare parts for the engine and lived in Greece.
31. I do not think Sakis was on board whilst we loaded the containers, but recall he rejoined the ship before we sailed from the repair dock.
32. We left the repair dock and put to sea. The engine was tested and we went to anchor. I think this was on 24 August.
33. Early next morning on 30 the pilot boarded, it was around breakfast time and we were berthed shortly after. We started loading cargo the same day **[this was at Vassiliko]**.
34. The copper cargo came on board up the vessel's stern ramp and was loaded on the 'Tween deck. I think they only loaded cargo during the day and did not work at night. We finished loading about 1600 on the afternoon of 31 August.
35. We waited at the Vassiliko berth overnight and sailed the next morning. I do not know why we waited at the berth, I did not think it was because of any problems on board, such as mechanical problems.

36. When we did sail it was only to go to anchor just outside the port of Vassiliko. We were anchored before noon on 1 September.
37. I think we sailed from Vassiliko for Sussaki after about two days at anchor. I do not know why we waited at anchor.
38. We sailed in the evening, and during the night we turned around and went back to Cyprus. We arrived at anchor in Limassol on 4 September. I think we turned back to put the Captain, Chief Engineer and a seaman ashore, as their contracts had expired on 3 September.
39. We stayed at anchor for about two days until the new Captain joined. The old Captain, Chief Engineer and seaman had already left. Sakis took the Second Engineer's job and the Second Engineer was promoted to Chief Engineer. The seaman was not replaced.
40. We sailed for Sussaki again in the afternoon of 6 September. There were seven of us on board.
41. I finished clearing up in the galley about 7 o'clock in the evening on 6 September and sat in the Mess room watching a video. I went to bed and read for a while. I went to sleep at about midnight.
42. The weather during the evening of 6 September was "normal", the wind was 3-4, not too strong, and the ship was rolling easily.
43. I was suddenly woken from sleep by the Bosun. I now know that this was at about 0400. The Bosun told me to get up quickly, get my life jacket on, pick up my documents and go to my lifeboat station.
44. When I got to the Boat Deck the Chief Engineer, Chief Officer and Bosun were already there. I was told to get the life rafts and rescue boat ready for launching.
45. There was no change in the weather, it was still "normal", but shortly after I arrived on the Boat Deck it started to rain. I could see the moon and the ship was rolling easily.
46. I thought we were having a boat drill. I was not worried, even a bit. We got the life rafts ready to launch and all the crew were on the Boat Deck except the Captian, who was up on the Bridge.

47. The first time I realised there was a problem was when I heard the emergency radio signal from the Bridge. The Port Bridge door was open and the Captain was still up there. I could hear the automatic crash button signal on the radio, which was a long beep, a stop and then a long beep again, which was repeated.
48. The main engine was still going and all the lights were working, so the generator was on. I still thought it was a drill, there was no panic, although people were running about the boat deck getting the equipment ready.
49. After about 15 minutes the Captain came down onto the Boat Deck. He was excited and told us we were leaving. Now I was worried, but did not panic.
50. I think the rain had stopped. I did not pay any attention to the land, I did not see it or look for it.
51. The raft on the port side was thrown overboard and it inflated automatically.
52. I climbed down the pilot ladder midships port into the life raft. I was the first one in, the Captain was the last. By now I could not hear the engine and I could not see the ship as I was in the middle of the enclosed life raft. All seven of us were in the raft.
53. We pushed the life raft away from the ship and the wind, which was blowing from the front of the ship took us away. It was still dark.
54. I had my documents with me in a wrist purse, but nothing else – only the clothes I was wearing. I saw the Chief Officer had a briefcase with him and the Captain only seemed to have a walkie-talkie radio with him. We were in the life raft for about two hours before we were rescued.
55. From the rescue boat I could see the ship about 2-3 cables away. I think it was listing to port, but did not look in trouble. She looked brand new, we had just painted her. I think it had started raining again and it was daylight.
56. I have thought more about the containers because I have been asked. I think they were loaded on 5 or 6 August. I remember they were different colours, at least one was green. I saw the containers had the doors sealed with seals. When I last saw them from the rescue boat they looked the same as before – they looked normal.

57. We all landed ashore safely and the Owner, Christos, gave us money to buy new clothes and toiletries. I never saw the ship sink.

58. I have never had such an experience like this on any other ship I have been on.

59. I have been asked if the "LYNN" ever went to Lebanon whilst I was on board. I had not been Lebanon on the "LYNN".

STATEMENT OF TRUTH

I believe that the facts stated in this statement are true.

I have been read the whole statement by an interpreter in the Russian language and believe it is all true.

Signed:

Anton TROTSKY

Dated: 14TH day of September 2001

This statement was given by the witness to Captain John L David of Clyde & Co in Limassol, Cyprus

Signed by Translator: Xena Georgiades

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Dated: 14TH day of September 2001