

TESTIMONY

SILVER LINDE, born in Tallinn, Estonia, on July 26, 1970;
The Witness has affirmed that there is no hindrance to her testimony

Gahmberg: Gahmberg asks his questions in Finnish whereupon the interpreter translates them into Estonian. The Witness responds in Estonian whereupon her answers are translated into Finnish.

Let us begin with this question:

Do you remember what people there were on the life-raft besides you?

Linde: That is, if we now, as far as I can remember, there were 15 or 16 of us on the life-raft, machine-man Hannes Kadak, who had been on the same watch duty as I. Then Marge Rull, a dancer, then one stout Russian man, was he of the same, there was a Russian man with his son, they were both rescued, that if he was, I cannot remember the name of this man, I do not know, but I do know that his son as well as his father were on that ship. Then there was a member of a music band, then there was Sirje Johansson who was a worker or a member of the assisting staff, then there was a Latvian girl, as to the others I cannot tell more precisely who they were.

Gahmberg: Were you transported to Utö?

Linde: I cannot tell the name of the island to which we were taken by helicopter. From there we were taken to Turku, by ferry-boat or barge, but I do remember that there were lots of Swedish signs all over the island.

Gahmberg: Were you interrogated on the island?

Linde: There was no direct interrogation there since we were very cold, we had practically been in water for nearly 7 hours, we were asked our names there and it was extremely difficult to talk because we were directly stiffened by cold.

Gahmberg: Was it so that at that stage they only took down your particulars?

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Gahmberg: Was it so that at that stage they only took down your particulars?

Linde: That is, I remember here that we were asked our names and then I and three other persons were taken by ambulance to a hospital in Turku after we had warmed ourselves in a sauna.

Gahmberg: Have you any idea as to when you arrived in the Turku hospital.

Linde: That is, because I had been on watch duty, I was wearing a wrist watch and I do remember that at about 9:10 I was lifted into a helicopter. And I looked, as far as can remember, at the watch because it began to dawn and I looked at my watch and thought that if this is going to take another hour I shall hardly survive it.

Gahmberg: Can you tell me what happened to the crew member named Henrik Sillaste after he arrived in Turku?

Linde: That is, we were on different floors at the hospital, then Hannes Katak, Margus Kreu, Henrik Sillaste and I, we were then towards the night taken to the police station for interrogation.

Gahmberg: Did you observe that Sillaste was handcuffed at that time?

Linde: I cannot say anything about that, neither yes nor no, since my images, that is what I can remember of that period of time, are so unclear.

Gahmberg: Speaking about the interrogation or investigation that was carried out after that sea accident: To whom did you make your first statements? I give you here four alternatives: The Estonian Security Police, the Finnish Criminal Police, the Investigation Board or Committee, or someone else?

Linde: That is, at first there was, as far I can remember, a Finnish policeman in civilian clothing and he was accompanied by an Estonian-Russian interpreter whose Estonian was, however, rather poor so that sometimes I had to correct him and help him out. Therefore, it was easier to speak Russian to him, that he would have understood better and it could have been translated for the Finnish policeman from Russian. Then, on the same day or on the following day, a youngish Estonian policeman in plain clothes turned up.

Gahmberg: And this was in Turku?

Linde: No, this was in the Turku hospital.

Gahmberg: And after that, when and where was your next interrogation?

Linde: After we had been in that hospital for two days, they brought clothes for the others as they did not have anything else but hospital clothes, and they were taken home by plane, and the four of us were told that we would be interrogated by the Turku police.

Gahmberg: Was this new interrogation also carried out by the Finnish police or were there other people involved?

Linde: That is, there were many representatives sitting there at that table, Finnish and Estonian and English was spoken there, then we were one by one, we were called inside and the table there was such that there were people speaking so many languages, and I cannot tell which organizations or parties they represented.

Gahmberg: After these interrogations in Finland, did they hear you again in Estonia?

Linde: On the night of the same day we were taken to Estonia by plane and then, immediately after we got off the plane at the Tallin airport, as soon as we had got out, we were surrounded by policemen who wanted to interrogate us immediately. That is, I can also remember the policeman, he was a representative of the Estonian Transportation Police, Väinö Karmi, and I said to him that is it not possible to put off the interrogation because I had been interrogated three times already. Apart from that, flying on that small plane had been quite restless, my head was nearly torn through and this whole accident was pressing on me. Yes, and then he answered by saying that here you have a paper and I am asking you to tell me here in writing that you refuse to give testimony. But I did not write any paper or document and I was taken nowhere for an interrogation.

Gahmberg: Let's go back to this, or to the interrogations in Turku. What did they ask you there in the first place?

- Linde: First they asked me what my duty was on that ship. Then I told them that I was something like a watchman, I was in the bar. Then when I came to talk about the bump on the ship, at that stage the Estonian policeman said that, wait a moment, we'll soon go on, then he left the room to make a telephone call, he was away for a couple of minutes, but I have no idea what he possibly telephoned during that time.
- Gahmberg: Did anyone give you instructions or direct orders, at that stage, in connection with the interrogations that took place in Turku?
- Linde: That is, there was nothing like instructions in Turku, I told them how things had been and there was no external guiding in Turku.
- Gahmberg: Speaking about Turku once more, were you given instructions as to what you were allowed to say in public on what had happened?
- Linde: That is, nothing was said directly, but every time we got to do with journalists or the press, the representatives of the shipping company were displeased and tried, or they were displeased and always tried to tell us that this is really not worth while because the investigation is not yet completed and having to do with the media is not quite good
- Gahmberg: Is it so that actually you were threatened by the shipping company?
- Linde: That is, I should put it like this: About a month or a month and a half after the sea accident when I returned to the ships of the shipping company, they did not treat people who had been rescued from Estonia very friendly.
- Gahmberg: Can you be a bit more specific about this statement, what do you mean by it?
- Linde: That is, I would start by saying that continuing to work on that ship which started after Estonia, it was obviously Mare Balticum, that is, I got a job on that ship half by force, by stressing and making pressurc, that my job was gone and I had to get my work back and it was on that new ship.

- Gahmberg: If we move on in time a bit, was it so that at some stage you were interrogated by the Estonian members or by one Estonian member of the investigation board or committee?
- Linde: After I had returned home three or four days later, around eight o'clock, after eight at night, the Estonian security police came to my home, I was then living at Tartu in southern Estonia. And then I was taken to the house of the security police for an interrogation. And I was then met by three interrogators with whom came here direct hatred. And then one of them said that here we have your interrogation reports and not everything in them is quite correct. I said that this difference may be due to the fact that the first interrogation took place at a Turku hospital with an interpreter who had no knowledge of the language, and in the other interrogation there was the Estonian police. That is, there I was asked to immediately write a paper in which I should tell what this difference in my opinion resulted from, and I said that it was not possible for me to check the way the interpreter had interpreted and in addition to that the questions may have been different, different questions may have been asked, and, besides, all people understand the answers in a different way.
- Gahmberg: Did they specify to you what issues the alleged differences may have related to?
- Linde: They did not tell about these differences, they did not tell about differences and they did not even put two documents side by side to make it possible to see what differences there were, and they did not tell about these differences.
- Gahmberg: Did Andi Meister, Enn Neidre or Uno Laur take part in this interrogation?
- Linde: That is, I remember Meister and Neidre better, not so Laur, but in Turku there were Meister, Neidre and Laur taking part.
- Gahmberg: Was it so that Meister and Neidre were present at the interrogation in Estonia which we now are talking about?

- Linde: These people were not present at the interrogations that took place at the police station, the interrogations at the police station were carried out by policemen.
- Gahmberg: Did they start putting pressure on you at the police interrogations to induce you to make statements with a certain content?
- Linde: A few months later, I cannot now remember the months, but I was working on the line Tallinn-Helsinki, then the aforementioned Väinö Karmi, this man from the transportation policeded me again. He interrogated me twice and there he put pressure on me to make me change a point of time by ten minutes. It was about two points of time given by two people who had been asleep at time in question, and he claimed that, or in other words, it was claimed there that the point of time given by me who was up and awake, that the point of time indicated by me was inaccurate whereas the points of time stated by the people who were asleep were more accurate.
- Gahmberg: Did he put pressure on you to make you change your report with regard to the point of time?
- Linde: That is, he appealed that if you change this point of time then you will be left alone and you will no longer be disturbed. That he would no longer fetch me for any interrogations if I changed the point of time, and then in connection with another interrogation, because the interrogations always took two to three hours, then I finally, fed up, said that you can do whatever you wish. Yes, then at the end I said to him that you may do with the point of time what you want because I really cannot take part in these interrogations any more. And then he recorded these interrogations and they were also written down on paper but he had a Dictaphone on the desk but I cannot, of course, tell which parts he actually recorded but I should say that if he did make recordings, then the cassettes, the cassettes must be somewhere.
- Gahmberg: Did they ask you to sign any interrogation report?

- Linde: I do not remember. That I do not remember. I do remember that I slammed the door shut after me and after that I have not been there any more.
- Gahmberg: Is it so that the points of time specified in the interrogations were not your own but given to you by the interrogator?
- Linde: That is, I do not know what the reason was for his being so eager to change the 10 minutes' time specification. I told them everything like it was but I do not know for what reason there was for this 10-minute's ? break or a need to change.
- Gahmberg: With other words, can it be concluded that the point of time started by you earlier was changed by 10 minutes at this interrogation?
- Linde: That is, I cannot really say what he needed this 10-minute change for, it was between half past twelve and one o'clock, that is, this refers to the period of time between half past twelve and one o'clock. At half past twelve, I started making a round and then, at one o'clock or a couple of minutes after one o'clock captain Andersson and I in his wake climbed up to the bridge. After one o'clock or at one o'clock, we were there already, on those stairs which led up to the bridge, there is a flight of stairs there.
- Gahmberg: Is it your opinion that after this interrogation the points of time stated before were different from what you had originally stated them to be?
- Linde: That is, I stated some points of time earlier in Turku and in Estonia, and after this Karm interrogated me for the last time, after that I have not had anything to do with the police in Estonia with regard to this Estonia issue.
- Gahmberg: Well, except for the police, have you got to do with any other persons with regard to this matter, especially in connection with interrogations?
- Linde: That is, it may have been in the year of 1995 when we visited Sweden, obviously Gothenburg, Margus Treu and Hannes Kadak, the machine-men, who were on watch duty at that time,

and Neidre Saatiste, and Neidre was there to accompany us on the journey so to speak, and so we went through these things again in Sweden.

Gahmberg: Did Neidre give you any instructions as to what you should tell at the interrogations?

Linde: At least not to me, about the others I can not say anything.

Gahmberg: Was Neidre representing your employer?

Linde: Neidre was an employee of the shipping company, he represented the shipping company so to speak, and I was on the shipping company's pay roll, an employee of the shipping company, a worker employed with the shipping company.

Gahmberg: Well, did Neidre participate in the interrogations at Gothenburg in the capacity of an interrogator?

Linde: Well, the order of things was such that we were called in one by one, Neidre was sitting in the room at a desk but he did not ask us any questions, at least not me.

Gahmberg: What other persons were present as interrogators?

Linde: There were three persons. One of them was a sort of shore or coast or sea or I cannot really say but he was such a policeman. That is, from the Swedish side so to speak there were three persons sitting behind a desk, and Neidre was the fourth.

Gahmberg: Did you have an Estonian-speaking interpreter with you?

Linde: The interpreter was obviously an interpreter offered by the Swedish side, since we did not have any interpreter from Estonia.

Gahmberg: Now, what were these hearings about, did the question of time pop up again?

Linde: That is, I told them my own story and I was then asked a couple of questions, and that was it, but I do not have any idea, so to speak, which point of time this Väinö Karmi was aiming at.

Gahmberg: Now, let us now move on a bit to other issues. You have in some connection stated at the interrogations that, if there had been an explosion in the vizor of the ship, the forward ramp would have fallen onto you. Can you recall such a sentence?

Linde: That is, there was that bump but then, later, when we were already on the sea on that life-raft, there the streams and winds pushed us under the ship's nose and there it could have happened, that it could have, that there it could have been possible, that is, when we were there on the raft, there the streams and winds pushed us towards the ship's nose, so to speak, that is, the streams did not take us, float us away but pushed us under the ship's nose, so to speak, which at that time was quite erect, I was scared.

Actually my question refers to a point of time where you were on the Car Deck and obviously near that ramp, the ship was still afloat and upright, and you have also said in this connection that if there had been an explosion in the vizor, the forward ramp would have fallen onto you. Do you remember?

I really cannot believe that I should ever have said that this ramp could possibly have fallen inwards as it is impossible for the ramp to fall inwards.

Is it impossible because it would have been too big to fall inwards through the opening?

That is, its structure is such that it has these edges which would never, by no tricks, allow the ramp to fall inwards.

Was there any smuggling, by other people, onboard the ship Estonia between Sweden and Estonia?

That is, I cannot say anything about that. I myself have not taken any interest in such activities but I cannot say anything about it.

Were explosives transported on the ship?

I think that the helmsmen or other such persons who were responsible for the transportation of goods should be asked that

question because we were only supposed to fasten the containers and the means of transportation, as it happens.

You did not personally observe anything like that?

That is, we got to do with closed containers only. We fasten the containers, we direct or supervise the fastening, but we have no idea as to what there is in the closed containers.

Gahmberg:

Can you remember your last day in Tallinn so to speak, that is the day before the accident day.

That is, it was quite a stormy day, and we were still busy with the summer renovating work. That is, I worked as a watchman and I painted the inner walls of the Car Deck. And then, this fore-vizor keulavizor ? was open because there, under the vizor, there was a truck or a crane because some seaman was painting the vizor. And my watch duty was from ten to two, and before two o'clock I was still on the Car Deck when some kind of a five-member committee turned up. And at two o'clock I finished my duty or watch duty and passed it on to the next watchman whereupon I left the Car Deck and went to my cabin to have a rest. In a way, that day was a little odd because the boatswain was nervously running around and talking of some committee and was not happy with anything.

First of all, is it so that your regular watch duty was from 10 a.m. to 2 a.m. and then from 10 p.m. to 2 p.m.?

Yes, that is how it always was, those were my regular watch times.

Did the watchmen keep watch also while the boat was in anchor?

Yes.

Gahmberg

Can you in any way remember if the crew had constantly problems with opening the vizor and/or the forward ramp after the ship had arrived at ? the harbour, or, on the other hand, with closing them?

That is, I cannot say since the ship arrived ? at the harbour at 9 and my watch duty began at 10, so I do not really know if there was anything, I do not know since at the time I arrived, i.e. at 10 o'clock, the cars were already leaving the deck.

Now, did you make any observations as to whether members of the crew were working, welding or doing some other maintenance work, by the forward ramp, using flame cutters, for instance?

Linde:

That is, what I can say, so to speak, that such technical appliances which are part of the summer maintenance job, that continuous cleaning with such a steel brush and with pressure air, and then there is some sort of a pressure pistol or something, with some bullets to make the rust come off.

That is, a hammer?

Something that works with pressure air so that they fly, no, at the tip of the pistol, there are metal pins or things like that, that with the aid of pressure make the rust come off, that they do not come off the pistol but somehow.

Gahmberg:

Did you actually observe welding being done there by the forward ramp or the vizor?

On that very day, there was no welding.

But before that, did you make any such observations?

Linde:

I cannot remember having seen any welding myself. There is nothing more I can say to that.

Gahmberg:

On the day of departure, do you remember if the vizor was closed at lunch time, at about noon?

It is my impression that the ramp was open and the vizor had somehow been lowered a bit, that it was not, somehow, directly erect, but had been allowed to droop a bit because of the painting job.

Gahmberg: Did you make any such observation that, roughly about noon, a couple of vans drove onto the Car Deck, vans with some luggage in them?

That is, usually there is a bigger van that transports laundry, or this other van that these rags. In addition to this there were, of course, also other cars with other gentlemen who then drove to some given door, but as we had not been asked to carefully observe which things were handled from which cars, I do not, either, have any detailed picture of what kind of cars there were driving, after all.

Well, did you help carry some luggage into the ? peräsin-room?

Linde: That is, I was wearing dirty overalls, because I was painting the wall, and I did not take any goods upstairs.

While you were on duty, did you make any observation of luggage standing somewhere?

I saw no bags or suitcases, neither on the Car Deck nor in the paint storing space where I was moving about because of my work. If I had seen any, I would have certainly reported it before.

Gahmberg: Were you not carrying such suitcases onto the Order Bridge, for instance?

That is, I did not take anything to the Order Bridge during my whole watch duty.

You told here before that you duty finished at 2 p.m.

Linde: Yes.

What did you do after this point of time until the time when your next duty began?

Generally, if the weather was fine, I would go downtown for a couple of hours or then I had a rest in my cabin. But if the boat left at seven, then I had to help undo those ropes.

Gahmberg: On that very day, were you the whole day onboard the ship or did to go downtown?

That is, it was a Wednesday and on Thursday my work shift would have changed. And I left the boat just for the time I needed to go to the harbor to get two free-tickets that the employees of the shipping company are entitled to, so to speak, and because it was bad weather, I got the free-tickets, two of them, and went back to the ship, because it was my intention to travel on the ship as a passenger on Thursday, and to got on Thursday to Stockholm, as a passenger.

We know from some other connection that on that day the ship had received a bomb threat. Did you see the police search the ship?

Linde: At least not until two o'clock downstairs where I was, there was no investigation taking place.

Gahmberg: Were you possibly told by some other crew member that the police had come to the ship to carry out an investigation? I was on duty til two o'clock and I do think that if some other seaman who was on the deck at the same time, yes, some other seaman would certainly have told me.

Is it so that between 2 o'clock and about 7 o'clock you were not on the Car Deck, for instance?

Linde: I went to the fore at about five to seven, I went to the fore possibly to help untie these ropes, then I stopped by on the Car Deck to see if and how much there was to be transported and then I left immediately. After that this boatswain began to close the ramp and the vizor and then the other seamen, including me, left and went up.

Does this mean that you did not make any observations as to the loading itself, i.e. when vehicles drove on the Car Deck on that afternoon?

Well, when I went down there, everything was already done, that is, all cars had already driven in.

Gahmberg:

So, there were no more vehicles driving in?

Linde:

Well, it is generally so that when, when the cars have driven in, that is generally before seven, then the vizor is left open for a few more minutes because someone may have got stuck at Customs or in a traffic jam, and that is why, after the loading is mostly done, we still keep it, we give late-comers a chance.

Were there people coming late?

I think the last car to come in was a passenger car with a woman, that is a young family with a baby, a man, that these people were the last to come in.

Did you notice two vans driving in obviously just before them?

The big trucks were already all there, so I only saw this one passenger car arrive. And when this passenger car had got in, the boatswain began to close the fore ? immediately .

Gahmberg:

Were you all the time there, observing the closing of the ? fore?

Linde:

There, immediately after this inner ramp began to go up, the other seamen, including me, went away, because the vizor is closed only after the boat has docked off ? a bit, and we went to arrange the ropes.

At that stage, as you went to the Car Deck, were you in a place where you would or could have observed the fore of the ship as the boat was taking off; so did you, for instance, see whether the vizor was closed or possibly re-opened there at the harbor?

That is, immediately after the ramp has been closed, then the boatswain makes an announcement to the bridge, by radio, that the bow-vizor may be closed. That is, he gave an order from down there that close the fore, that meant that the ramp and the vizor are closed.

Well, if I ask you like this: Did you notice, regarding this last departure, that the vizor had actually been closed but was then being reopened in the harbor basin?

Linde: Well, I cannot tell. After I was like there was, too, that this was closed. We collect the ropes there, and when the boat left the harbor basin, we do not go away from there, from the fore.

Would it have been possible for you at all to notice if the vizor had been lifted once more?

While we were there, not in the fore, however, we would have noticed if anyone would have tried to lift the vizor, or if it had started to go upwards; we would have noticed that. For this closed closing and that it is closed, for that the boatswain is responsible, because the boatswain is the one who opens and also closes it.

Gahmberg: Did you ever help the boatswain fasten and close the vizor and the ramp?

No, I did not.

Did you see how this so-called Atlantic-lock i.e. the vizor's bottom lock was fastened?

Linde: I cannot tell because I have not been there between.

Did you ever hear that there was some hammering on the bottom of the vizor when it was closed?

I have not heard of any hammering.

Gahmberg: Do you have any idea as to whether the so-called Atlantic-lock was generally closed and whether the so-called side locks were closed when the boat left the harbor.

As far as I am concerned, not in connection with these rounds; I observe the burning of the green signal lamps. When the green signal lamps are on, I know that the locks are closed; if there is just one single red light burning, it is a sign that somewhere a lock is open.

You have mentioned before that there was some kind of a committee on the Car Deck when you were on your morning duty.

Linde: They came, they climbed onboard through this fore-opening.
Did you ever get to know what kind of people there were in the group?

I am such a small factor ? that I am not told any of those things.

Gahmberg: You were not told that as a matter of fact they were Swedish nautical ? inspectors with their Estonian colleagues.

The seamen are certainly never told if someone is coming or something like that; the seamen are never told anything.

Did you possibly notice any arguing between the Swedes and the Estonians about something, that there was a loud discussion?

Linde: When they got onboard, they were four or five men, they did not even talk to one another, in my opinion, and on the evening, on the Captain's Bridge when I was on duty, there was another captain and some other important gentlemen, so I do not recall any arguing.

Gahmberg: You did tell here before that the boatswain got nervous because of this group and kept running back and forth. Did you ever learn why it was like that?

The boatswain was nervous that there was again some committee or that there was no chance to do one's work, that they are always here these people, but then, later, when the boat took off, the boatswain's duty was over and he somehow withdrew into privacy. "

Under the ramp, there between the ramp and the Car Deck, did you see anything, for instance old mattresses, stuffed as a sealing?

Well, this is not my tract and I myself have not been there to push any old mattresses, so I cannot say anything about that.

Did you see?

I did not see. It is generally so that when I come to work to keep watch, the ship has been in anchor for about an hour.

To go back to this group or committee: Did you hear on that night that the Swedish committee had actually forbidden the ship to leave?

There, as my watch duty began on the bridge at about 10 o'clock. That is, the journey had then lasted three hours already. Both captains were on the bridge and I was able to follow their conversation. There was no mention of any forbidding. I did understand, though, that Captain Pihti was to take an examination in order to be allowed to steer the ship in the Swedish archipelago, and it was his intention to start navigating the ship at five o'clock in the morning.

Well, what did you actually do from the time you helped with these ropes at the departure until the time when your duty began, i.e. 10 o'clock?

Linde: I went back to my cabin. Then there is supper, the possibility to take a shower, to change clothes.

Gahmberg: Your duty began at 10 o'clock, where did you start your duty?

Linde: Basically, I saw that there would be half an hour on the bridge and half an hour going round the ship. When I got up or when my duty began, there was also another seaman, we checked the walky-talkies, that they function, because their are our work tools on the ship, and then, at half past ten, I started my round.

Gahmberg: Was it so that then, at half past ten on that night, you went to the Car Deck for the first time during you duty?

Linde: Yes. The round begins on the Order Bridge, and leads to all decks, and then, from the back of the ship, it continues to the Car Deck.

Gahmberg: At that point of time, were there any crew members on the Car Deck, working?

Linde: On my round at half past ten or on the round at half past eleven, I saw Henrik Sillaste in the bow, he went through the left door,

he went to the Car Deck through the left-hand door of the bow, he was on the Car Deck already, that he was on the Car Deck already, and there are two doors, by which you can get to that nose or bow. Then, by the port-side door, the left-side door, from the Car Deck by that left-hand door he went to the ship's nose, so to speak, to the actual bow.

Gahmberg: Is a watchman, like you for instance, supposed to go the ship's bow, to where Sillaste was obviously going?

Linde: No.

Gahmberg: Can it be concluded that going to the bow was not part of a normal round?

Linde: The watchman is supposed to make a certain round, a precisely determined round, that is, that actually this Car Deck, like on Silja-Line and other ships, that it consists of two halves, and for us there is a certain route, how the route shall be walked. That is, I must check that all fastenings are all right, that the cars are properly fastened, and then, the last point to check is over there, by the ramp, in the fore, and that is up to where one must go. Then, from the Car Deck, one goes down, so to speak.

Gahmberg: As far as you know, was Sillaste supposed to go to the bow, for instance, for some reason or on some justification, as part of his work?

Linde: That is, such a visit right to the nose was something unusual; this was the first time I saw it happen, and the reason for such a visit may only be a task to be carried out upon the chief machine-man's decision. Sillaste was like a machine or ..

Gahmberg: When you first went there on your round, at 10:30 p.m., was there water on the Car Deck?

Linde: Nothing more than what had come in through these exhaust gas outlets or what they are, exhaust gas ventilators. When the cars drive to the Car Deck, the ventilators remove the exhaust gas. Since the sea was rolling heavily, some water came in through them.

Gahmberg: Was water coming in by the side of the forward ramp?

Gahmberg: And after that, what then?

Linde: From there I go up to the Order Bridge, on foot.

Gahmberg: Well, is that so that if this round begun, or if a normal round begins at half past, you will be back on the Order Bridge on the hour?

Linde: Generally it depends a bit on how crowded the Car Deck is. If I am wearing a white shirt, I have to choose a bit which route to take to get to the checking point in the fore; so it varies a bit, but it is usually, it is on the hour or so, a little bit before or a bit after.

- Linde: No.
- Gahmberg: When you went there, at 10:30 o'clock or on your next rounds, did you notice that somebody had somehow tried to open or use the right-hand aft ramp?
- Linde: In order for the water to come out and, I think that if, when the ship was already sinking, that if anyone had tried to get there, he would certainly have had to stay there because there was so much water already that the ship was inclined to the right.
- Gahmberg: Well, shall I understand your answer that you did not observe anything like that?
- Linde: Before my imprisonment here, I have been in touch with the other machine-men who survived the accident, and none of them has such a picture of the matter.
- Gahmberg: You were, you made your first round at 10:30 p.m. When did it end and did you then go back to the Order Bridge?
- Linde: If I start at half past, I shall have done the Car Deck by quarter before the hour, and from there I start to descend to Deck 1.
- Gahmberg: Did you go to Deck 1 and from there return to the Order Bridge?
- Linde: After that I go to the Sauna Deck and the Zero Deck.
- Gahmberg: And after that, what then?
- Linde: From there I go up to the Order Bridge, on foot.
- Gahmberg: Well, is that so that if this round begun, or if a normal round begins at half past, you will be back on the Order Bridge on the hour?
- Linde: Generally it depends a bit on how crowded the Car Deck is. If I am wearing a white shirt, I have to choose a bit which route to take to get to the checking point in the fore; so it varies a bit, but it is usually, it is on the hour or so, a little bit before or a bit after.

Gahmberg: Now, can you recall at what time you, after your first round, returned to the Order Bridge on that night, was it sharp eleven, more or less?

Linde: A couple of minutes here or there.

Gahmberg: What was the situation like on the Order Bridge, what happened there?

Linde: All those who had been there before my round had gone away, and there were neither any committee member nor any captains. At that time, there must be two helmsmen.

Gahmberg: Then, at 10:30 p.m., you obviously started your next round? Was the situation on the Order Bridge still perfectly normal?

Linde: On the Captain's Bridge, everything was still normal.

Gahmberg: Then you apparently made the same round again?

Linde: I made exactly the same round, that is, the round is always the same.

Gahmberg: Had the situation on the Car Deck in any way changed, as compared to how it had been before?

Linde: Everything was as it used to be.

Gahmberg: Were there any other staff members?

Linde: I saw Sillaste that one single time and no other time.

Gahmberg: When did you then return to the Order Bridge?

Linde: A couple of minutes here or there, as always

Gahmberg: Or was it so that you went back at midnight, at about 00?

Linde: At 00, at midnight.

Gahmberg: There is a testimony given by a person named Einar Kugg.

Linde: He was supposed to go to Mare Balticum to work as a helmsman.

Gahmberg: According to him you did not return until 1:30 a.m.?

Linde: That is impossible because at half past midnight I have to start a new round.

Gahmberg: With other words, you tell me you went back there more or less at midnight.

Linde: On the hour, because at half past 1 a.m. I must start a new round.

Gahmberg: When did you start your next round?

Linde: At half past midnight.

Gahmberg: When you left the Order Bridge, was the situation still completely normal?

Linde: A completely normal situation, and there were no extra people or committee members there.

Gahmberg: At that stage, nobody gave you special orders?

Linde: Nothing at all at half past midnight.

Gahmberg: Is the information correct that between 00:30 and about 00:45 you were actually in such a place as Pub Admiral?

Linde: That is not possible because at quarter before, that is I was on the Car Deck at 00:45 and contacted the Order Bridge because then there was this bang. I passed Pub Admiral five or seven minutes before 1 o'clock., obviously, because I left Deck 1 to go up to the Information. Pub Admiral is on Deck 5 as is the Information, and one can take the stairs up to the Captain's Bridge, the Order Bridge.

Gahmberg: So, do I understand this correct: First you went onto the Car Deck, and there was something unusual, and then you went.

Linde: From the Car Deck I contacted the Captain's Bridge or the Order Bridge to notify the boatswain, the helmsman, of the bump. Then, from the bridge, came orders to check these doors, of which Sillaste had used one. I opened one of these doors but I did not open anything exceptional. The green lights were

burning. I told this, or I reported this to the Bridge and the Bridge gave me permission to continue my round.

Gahmberg: From where did you hear the bumping noise?

Linde: That is, from behind the ramp, somehow, it came from there, the bump.

Gahmberg: Can you describe the sound, was it metal against metal or?

Linde: It was metal against metal, that clicking.

Gahmberg: Did the sound repeat itself?

Linde: Not that sound, it was that one time, it did not repeat its, it was just this one time.

Gahmberg: Was it some kind of an explosion?

Linde: Impossible to say because I have not heard any explosion, so I could not compare this sound with anything else as I have not heard anything like an explosion.

Gahmberg: Obviously you contacted the Order Bridge using you hand-telephone. How did you describe the sound up there?

Linde: I said that somehow there was a click in the bow. Then the Bridge gave orders to check the two side spaces there, if something in them had overturned but I could not see anything there that could have overturned and I could not see anything that may have caused that sound.

Gahmberg: At that stage, was there water coming in between this ramp and the side of the ship?

Linde: There was no water, nothing.

Gahmberg: Was the Car Deck dry at that time?

Linde: That is, there was as much water as had come in through these exhaust gas ventilators in the rough sea, yes.

Gahmberg: How long did you stay on the Car Deck checking this?

Linde: By no means longer than five minutes; that is, I was there, I came to the deck at quarter before the hour, and at ten before I left.

Gahmberg: Where did you then go?

Linde: That there, on their Car Deck, some doors that can be only opened from within the Car Deck, that I went through them. All those doors that can be opened only from within the Car Deck.

Gahmberg: Are these doors in the aft-part or the fore-part of the ship?

Linde: There are many of them. That there are somehow many doors between the bow and the stern, it is those doors the passengers use to get out.

Gahmberg: So, you came out there, and where did you go after that?

Linde: That is, I went to Deck 1, then I checked the Car Deck, and on Deck 1 there are also two points to check, one in the bow and one in the stern.

Gahmberg: That is the deck below the Car Deck.

Linde: Yes, yes.

Gahmberg: At that time, was there water on the floor, for instance?

Linde: No.

Gahmberg: Now, after you went there, did you go directly to the Order Bridge?

Linde: That is, I was going up from the First Deck, past that Pub Admiral where that Elmar Kugg sees me, I went to the Information and from there I went up to the Captain's Bridge.

Gahmberg: Why did you go to the Information?

Linde: That is, I passed the Information because there are stairs next to the Information that go up to the Order Bridge.

Gahmberg: And then you came to the Order Bridge?

Linde: And we climbed the stairs, Captain Andersson climbing before me.

Gahmberg: What time was it, in your opinion?

Linde: It was either 1 o'clock or a few minutes past 1.

Gahmberg: What happened then on the Order Bridge?

Linde: Well, the helmsmen change shifts at about 1 o'clock, so the helmsmen had changed when we came.

Gahmberg: Was there talk about the unusual noise?

Linde: That is, when the Captain rose to the bridge, they talked that four main engines were functioning and the speed was 15 knots, and after that there was talk about the bang or these bangs and then the helmsman said that it should be checked, that there had been a telephone call from downstairs, that a clicking noise could be heard there, or how should I say, that one should go with the boatswain to check the situation.

Gahmberg: If I may ask the interpreter: I can hear that the Witness is using the word "paukkuja" ("bang"). So is this something like...

Interpreter: This, too, is a bang ("paukku").

Gahmberg: Now, what is a click ("kilahtus") in the Estonian language?

Interpreter: If you hit the door, it can be shut with a bang, then metal is more sharp, it clicks ("kilahtaa").

Gahmberg: When the Witness is using the word "paukku", how shall it be translated into Finnish?

Interpreter: It is like, it is like rubbing, this door make such a noise, in the Estonian language, this door bangs ("paukkuu").

Gahmberg: Clear, is it?

Interpreter: When something is hanging in the wind, anything, a door or when this bangs ("paukkuu") in the Estonian language, then an

actual explosion can also be a bang ("paukku") and it is a "paukku".

Gahmberg: And the Witness was using the word "paukku".

Interpreter: Yes, in the sense like this door, when it bangs.

Linde: Yes, like this "pauk", like when you shoot with a gun, it makes such a noise. An explosion is actually a "plahatus" but a "paukku" is something you can hear when somebody shoots with a firearm, if one shoots with a firearm, there is a noise like "pauk". And a door: When a child runs around in a house and slams the door, its mother shouts "Don't bang".

Gahmberg: May I ask you: Was it so that they were using the word "paukku" on the Order Bridge?

Linde: That is just it, it was about somebody there, what is the correct Finnish word in such a situation, that somebody like...

Gahmberg: Strikes or? O.K. we leave this now as it is: She is using the word "paukku" (bang).

Interpreter: Yes, it is quite correct in Estonian. It does not mean, nobody thinks that there was shooting or that anything had exploded, but it is just that somehow rubbing ("hankaa") or what now.

Gahmberg: Anyway, I understand that people thought that there had been several such bangs, am I right?

Linde: In the Estonian language they say that something is banging ("paukkuu") there and that means that that bang or sound like I showed to you that that sound is heard repeatedly.

Gahmberg: With whom did you then go downstairs?

Linde: That is, first I tried to get in touch with the boatswain, from the bridge by radio or telephone, but there was no answer. Then the boatswain told me to go down there to call the boatswain by a regular telephone, he was obviously asleep, so I should call him with a regular phone so to speak, to wake him up. Then there is a lift under the Order Bridge, but I thought that I could not get to the Car Deck with the lift because the doors were shut. Then I ran, I ran to the Information on Deck 5. To ask them at the

Information to unlock the doors of the Car Deck so that I could get to the Car Deck. And when I went to the Information, there was a passenger who had just won money at the slot machine, and that person was there heaping Swedish five-crowns. The person at the Information was just counting Swedish crowns and that person asked me to wait a moment until the counting was over. Then I said that the doors should be unlocked, the answer was that they had already been unlocked, that they had already gone downstairs, but I cannot say who had gone there. Because this person at the Information was quite new or a quite new person on the ship, actually working there for the first time, he did not know them. At that moment the ship created a first heavy list and we were all thrust onto the floor and the goods in the shop flew from the desk onto the floor.

Gahmberg: After this happened, did you nevertheless go down to the Car Deck?

Linde: After that I stood up because the tilting lessened enough for me to move. Then I ran from the Deck 5 to the Deck 4, and on Deck 4 the stairs were already full of people, in their underwear, half-naked, trying to make their way up. They ran from there and moved upwards. That is, I did not manage to get down because the stairs on Deck 4, they are so narrow that two people cannot pass each other without one of them having to move right against the wall. Then I ran up to Deck 7 from where it was possible to get out and there I heard an Estonian person shouting loudly that there was water on Deck 1. Deck 1 is below the Car Deck.

Gahmberg: Did you at that stage still go to the Car Deck?

Linde: It was not possible to get there because all the stairs were full of people, there were hundreds of people thronging there.

Gahmberg: First of all, can you say what time it was?

Linde: That is, this all happened after 1 o'clock.

Gahmberg: Somebody here has told that when you came out, or up there, you were wearing your outdoor clothing and carrying your passport, wallet, handy etc. Is this true?

- Linde: That is, I was wearing, so to speak, that all the clothes I was wearing at that moment are now on the island to which we were taken. But I was wearing straight trousers, a short-sleeved white shirt, a tie and a name plate. That is, what may have seemed to be a handy, what I had in my one hand, was a "Dymo", the device I use for making markings, and then, in my other hand, I was carrying the ship's walky-talky. I bought my first handy in 1996. I did not have any before because at that time a handy would have been useless, it would probably have functioned in the center of Tallinn only.
- Gahmberg: With other words: Can it be concluded that at that stage you did not go to your cabin, for instance?
- Linde: That is, the person who shared the cabin with me is alive and you can ask her, too.
- Gahmberg: Earlier, there was some talk about the time definitions about which you have been heard several times in Estonia. How did the Estonian interrogator interfere with the time definitions you had given? What was this difference of opinion about?
- Linde: That is, it was about changing some 10 minutes but I cannot imagine to which direction I was supposed to move or change those 10 minutes.
- Gahmberg: So that was left to the interrogator?
- Linde: So, if the point of time has been changed, it has been done by Väinö Karmi.
- Gahmberg: Have you any idea as to whether boatswain Vello Ruben stayed back on the Car Deck at about 1 o'clock?
- Linde: That is, I think that if it was not at all possible for me to get there, I should think that he cannot have managed to get there, either. If he had gone, managed to get to the Car Deck, his dead body would still be on the Car Deck, but as far as I know his body has been found and buried.
- Gahmberg: Probably just after 1 o'clock, after the bangs were heard and the ship had tilted, did you at that stage hear any new bangs or explosions?

- Linde: As there was this inclination and the sea was rolling so heavily that things falling over started to make noise, there arose such a chaos, and since I myself was only 24 years old, I was shocked somehow, it was not possible to make out any single sounds.
- Gahmberg: If we now move on a bit, to a different topic. Did you make any observations as to what happened to the Swedish captain, Mr. Juri Ävik, or to the other committee members who were onboard the ship?
- Linde: I do not know anything.
- Gahmberg: Do you know what happened to the man-over-board boat?
- Linde: In my opinion, the mob-boat was on the side that sank under water. That is, the boats could not be put to water on the left side, either, so only these life-rafts were put to water because they were in cylinders, and the boats which got off, they just got off because of the heavy sea, i.e. the rolling sea as if broke the life boats.
- Gahmberg: As you are in the habit of glancing at your watch, you have, in another statement, confirmed that you were on the life-raft at about or rather exactly 01:23.
- Linde: That is, at about 01:23 - 01:25, the bottom of the ship had already turned up.
- Gahmberg: If we think of what happened after about 1 o'clock, can you specify any other points of time, starting with the first inclination of the ship. When was that?
- Linde: I went up to the Captain's Bridge at about 01:02 but I was sent back down again practically right away. And the first inclination occurred about one and a half minutes after I had left the Captain's Bridge as there are two flights of stairs. They took me about 1.5 minutes.
- Gahmberg: Was it at 01:02, according to your observation, that they noticed on the Order Bridge that something out of the ordinary was going on?

- Linde: That is, when I now went up to the bridge, the boatswain on the bridge, no, I mean the helmsman, the helmsman said that they had called from downstairs, but I do not know from where downstairs, that there was some loud banging.
- Gahmberg: Obviously at 01:03 and a half.
- Linde: That is, the ship started to tilt heavily, it started to turn around so fast that one was as if forced to have one foot on the floor and the other foot on the ceiling.
- Gahmberg: You were on the life-raft at 01:23. Do you remember what other people there were on that raft?
- Linde: I did not comprehend anything yet. That is, we then changed the life-raft. First we had an open, round life-raft but later we were moved into a covered raft.
- Gahmberg: Could you at all follow what was happening to the ship, if it was on its side or upside down at that stage?
- Linde: That is, I saw the sinking of the ship until the very end.
- Gahmberg: What, was the bow to be seen at the time?
- Linde: That is, the nose or the bow was already upright and I do remember that there was no vizor, the vizor was not there, it was gone already, and then the ramp was partly, somehow it was a little open, that is, it was not quite open like normally, or completely open, but ajar.
- Gahmberg: How close were you?
- Linde: On the sea, it is hard to tell. Although you may be at a distance of 10 kilometers, you may feel that the distance is two kilometers. But we were then just moving away from the ship, that is, at that moment neither Silja Line nor Viking were in the vicinity, so everything that happened to the ship was somehow distinctly perceivable.
- Gahmberg: Yes, but isn't the fact that you could see that the ramp was in a certain position, based on your being quite near?

- Linde: That is, we were, nevertheless, so close that when I saw that the ramp was a little open, I could also see the ropes hanging there.
- Gahmberg: Which ropes?
- Linde: The ropes that are used for fastening the ship to the quay, those ropes were hanging there.
- Gahmberg: Have you any idea as to when the vizor had fallen off?
- Linde: That is, when I noticed that the vizor was no longer there, I was very surprised and I probably understood why things had now gone like this.
- Gahmberg: Let us once more get back to your being on the Order Bridge for the last time: You have said before, in another statement, that you had been sent to the personnel at the Reception or at the Information to tell them that they should warn the passengers. Is this correct?
- Linde: That is a lie. (Interpreter: That is, that they had allegedly sent you to warn the personnel or the passengers.)
- Gahmberg: To tell the personnel that they shall warn the passengers?
- Linde: That is not true, because they could have made an announcement, through the microphone, for the whole ship, so there was no reason to send me running down there. To forward the information.
- Gahmberg: Did you learn or hear that a Mayday-call had been made from the Order Bridge.
- Linde: I heard it later on tape because when I left the bridge, I left and did not go back there any more.
- Gahmberg: But you did not hear anything there?
- Linde: That is, the last words I heard on the bridge, were that the four main engines were functioning, that the speed was 15 knots and that it would be necessary to check downstairs what was going on there. Those were the last words I heard.

- Gahmberg: And this was at about 01:00?
- Linde: That is, a little after 01.
- Gahmberg: Or shall I now understand it like this: Up until about 01:02 there was nothing that as such was out of the ordinary, that you did not see anything like that on the Order Bridge?
- Linde: Nothing. Everything was normal.
- Gahmberg: At which stage did you understand that something very serious had happened and that the ship was likely to founder?
- Linde: This, of course, was hard to believe, and even at the time when the protrusion of the Captain's Bridge, the wing, when the wing that is on the right-hand side of the Captain's Bridge had already touched water, even then one refused to believe that..
- Gahmberg: Do you in any way know, directly know, what happened in the machine room after midnight, for instance. You did not go there?
- Linde: That is, during the whole year that I had been working on the ship, I had probably gone to the machine room two to three times because that was no place for me.
- Gahmberg: Do you have any idea as to the reason why Henrik Sillaste had been asked to go down to the Car Deck?
- Linde: That is, there is a special door in the machine room that leads to the Car Deck, so it is very well possible that he went to the Car Deck through that machine room door. That is, it would have been the simplest way to get there.
- Gahmberg: You don't know anything about that?
- Linde: I think, he came through the direct door because he was wearing oil-stained overalls, so I doubt that he came through the space used by passengers.
- Gahmberg: Did it come to your knowledge that the right-side stabilizer of the ship was out of order that night?

- Linde: As far as I know, the right-hand stabilizer never functioned properly after it was installed at Naantali. The maintenance men were always working on it.
- Gahmberg: Was that so also on this journey?
- Linde: But during the two weeks I had duty, during those two weeks they were always working on it.
- Gahmberg: Were they working on it on this last journey also?
- Linde: I cannot say if they were there also on this journey.
- Gahmberg: Do you have any personal opinion of what actually may have been wrong with the stabilizer?
- Linde: If they had known it themselves, they would certainly have repaired it.
- Gahmberg: With other words, it was out of order?
- Linde: There was something wrong with it all the time.
- Gahmberg: As to the inspection round, the last inspection round, can you state more precisely the point of time at which you were in the Sauna-Swimmingpool-Department for the last time?
- Linde: I went down there from the Car Deck and then I also went to the Zero Deck, opened the door to the sauna and looked, and went away after that.
- Gahmberg: That is, you then went upstairs? Was this just before 1 o'clock?
- Linde: When I passed that Admiral Pub, I was coming from downstairs. That is, I had already completed my round by then and I was returning from my round, actually my round was over by then.
- Gahmberg: Can you tell if it was at 00:55 or something like that?
- Linde: Maybe, it is possible, 00:55.
- Gahmberg: Did you in any way observe that there had actually been an explosion on the Car Deck or in the vizor.

- Linde: I can only say that I heard the bumping noise.
- Gahmberg: Can you tell who was in the machine room with the person named Margus Treu?
- Linde: Margus Treu was the supervising machine-man and Hannes Kadak was as if the supervising machine operator or..
- Gahmberg: And Sillaste?
- Linde: Practically, Sillaste was not at all supposed to be there at night. That he was going there, he should have had received an order from the supervising, senior mechanic or the senior machine-man because he said that nothing not absolutely necessary shall be done on the ship at nighttime, that it had to be an important task assigned by the chief machine-man.
- Gahmberg: In other words, the fact that he was on some duty indicates that he had received some kind of a special order.
- Linde: Yes, that is, I have been on sea for ten years now, so I know that nobody wants to be sent to work at nighttime.
- Gahmberg: So, do I understand you correctly: The men supervising the machine room were Treu and Kadak. And nobody else?
- Linde: No. These two men. There were two men on watch, yes, the ordinary team, two men.
- Gahmberg: Is it only for a special reason that somebody is alerted, or asked to come to work?
- Linde: Since I do not have command of anything related to the machine room, as far as I have understood, if this Sillaste was some kind of a system operator, so, as I know now, the tasks in the machine room were subdivided, so everybody had his own area to attend to.
- Gahmberg: O.K. So, do you have a personal opinion as to since when the officers apparently knew that something very serious was happening?

Linde: That is, I should say that at 1 o'clock one could in no way conclude from the Captain's or from the helmsmen's behavior that there was anything seriously wrong.

Gahmberg: What does this message mean: Mr. Skylight Number 1 and 2?

Linde: Meeting points. One was next to the Car Deck, where the fire-fighting or the rescue station was, that is, Number 1 is the rescue station next to the Car Deck, and number 2 is outdoors by the Captain's Bridge. And it has been coded, so it is also possible to announce "Mr. Skylight Number 1" and that refers to the crew of Station Number 1, or the shift convenes, and Number 2, it does not concern Number 2.

Gahmberg: Is it some kind of a coded message to the crew?

Linde: Everybody knew which Skylight he belonged to, and I, for instance, was in the Car Deck's Skylight. When such a message came, every crew member knew where to go.

Gahmberg: It was an alarm message to the crew?

Linde: Yes, it was part of the weekly training routine, the weekly training, that these Skylight alarms, just like the lifeboats, were practiced once a week.

Gahmberg: And the purpose of this was to communicate to the crew that they should all go to the rescue station?

Linde: Those who were in the team. As far as I can remember, there were six or seven people in it, not all the crew.

Gahmberg: It was determined by this "1" or "2" or what?

Linde: They go over there only then, Number 1 had its own team, and Number 2 had its own team.

Gahmberg: To talk about earlier journeys of the ship: Did you make any personal observations as to whether, for instance, the hinges of the forward-ramp had broken before, that they had not been repaired?

- Linde: It is difficult for me to say anything about that because I am not well informed about such things. I suppose that they were serviced every month but I cannot tell when they were repaired and when services, that is something where I cannot tell the difference. One should ask a mechanic.
- Gahmberg: Did you in any way get to know when, for instance, the side-locks of the ramp were welded off?
- Linde: That I do not know. It would certainly have been a hard job, removing the locks by welding. It would certainly have been such a big job that I would have noticed it.
- Gahmberg: Now, do you have any idea as to when this so-called Atlantic-lock, i.e. the bottom lock, broke in such a way that it could no longer be used hydraulically?
- Linde: I cannot tell. Since I am in no way responsible for this matter, it is impossible for me to say anything.
- Gahmberg: Did you get to know on whose orders the hinge of the right-hand vizor, the one that is basically on the upper deck, was repaired?
- Linde: That is, it is my belief that an order from the chief mechanic or some super-intendant or some other gentleman, who decides these big issues, is needed for that.
- Gahmberg: Now, we know that a man named Vasili Märtson was on the same shift as you, i.e. keeping watch at the same time as you. Do you know him?
- Linde: Yes, yes, a security man, a guard. Was he a security man or a guard?
- Gahmberg: Has he by any chance worked as a welder?
- Linde: That is, we had two Russians there, two men named Vasily. But time has passed since then. The other Vasily was obviously a guard and he can have been on the same watch duty; so, obviously the Vasily who was a guard was keeping watch at the same time as I was when the boat sank.

- Gahmberg: Do you remember if there was some welder called Vasily who was on duty at the same time as you were?
- Linde: That is, it is difficult to remember the family name because it was seven years ago.
- Gahmberg: The person I am thinking of, has he, to your knowledge, been on the same shift, as a staff member, is it basically possible that he did some welding in the bow?
- Linde: At what time?
- Gahmberg: Obviously daily between 10 a.m. and 2 p.m., and probably during the night shift.
- Linde: There was certainly no welding between 10 a.m. and 2 p.m. That is, the last trucks leave the deck at about 11 a.m. and there was certainly no welding before 2 p.m.. As regards the time after 2 o'clock, I cannot say anything about that.
- Gahmberg: There are just a few questions left. So, some people, mostly truck-drivers who used the ship regularly have told in some other connection that sometimes the ship was fastened at the quay by its aft end. What may have been the reason for this?
- Linde: That is, because the bow-opening is smaller than the aft-opening. If there are, for instance, combined harvesters like on Meloodia, for which only the aft end is big enough and which also had to come out through the aft, because they would have been too big for the bow-opening. There may have been such a reason that some big car or truck....
- Gahmberg: Or was it probably because the forward-vizor and ramp could not be opened?
- Linde: During our watch duty, things like that, that the bow could not be opened did not happen.
- Gahmberg: Let us go back to the time after the accident, immediately after the accident: Do you remember when you first got home after the accident?
- Linde: After three days.

Gahmberg: You have made eight so-called official statements for authorities and various parties in this connection. If I now say that there are differences in the contents of these statements, is there a reason for that?

Linde: What do you mean by "statement"?

Gahmberg: An official statement.

Linde: I would use the word declaration, statement went.(?) What are the differences about?

Gahmberg: Above all the points of time. They differ from one another a little, or they differ from one another distinctly.

Linde: That is, the times.

Gahmberg: Yes. The question goes: Is this because someone has put pressure on you or made you understand that you should correct your earlier statements?

Linde: At least I should say that Karma told me to change them by 10 minutes to some direction. However, I have no clear idea as to where he wanted the change to be made. But I would like to ask how big a difference there is between the points of time stated by me. That is, first of all the fact that when we were lifted from the sea in the morning, they wanted to have these times right away, but it was, of course, difficult to say and it took time until one was fully conscious and with a clear head. In these first points of time, there can really be some deviation but as a matter of fact only this Karma is very "kiinni", so to speak, and has tried or, in other words, put pressure on me to make me change that point of time.

Gahmberg: With other words: If there are such differences in the statements made later, is it because of this Karma who interrogated you?

Linde: That is, the last interrogation was at Karma's place, and that I can probably now remember best. Before that there was, in a way, again such a quiet period of time because there were no interrogations, and the last one may well be the one that is uppermost in my mind.

Gahmberg: No further questions, thank you.

For a true translation:
Helsinki, January 15, 2002

(Marja-Liisa Sinivaara)
Certified translator