Letter of PROTEST

2nd June 2024

Ship Continental - Netherland Flag

TO: Flag State Authority in Netherland

ITF London/Netherlands/ Romania

Emigration Police Constanta/Agigea Office

MINISTERUL Transporturilor - Mr. Ministru Sorin Grindeanu

Ministerul de Interne – Mr. Minister Catalin Predoiu

Romanian Government – Prim Ministru Mr. Marcel Ciolacu

European Commisioner for Transport - Ms Adina Valean

European Transport Workers Federation – Ms Livia Spera

ILO – General Director Gilbert F. Houngbo

Ukraine President – Volodymyr Zelenskyy

Dear Lady, Dear Gentelmens,

I, Besov Illia, the master of VT Continental berthed in key 137 from port of Agigea, I would like to inform you that we, the crew of the "Continental" ship, were threatened, blackmailed, offended and psychologically pressured by the "Trading Line" company in the night of 31.05 to 1.06 2024. The company "Trading Line" has not paid us salaries for three months. Our requests to pay us a full account are being ignored by the company and more, they want to sent us out from the vessel without payment.

At this moment, the ship "Continental" is being prepared for shipment to the Netherlands. I, the ship's captain, Ilya Besov, and the Ch.Mechanic, Oleksiy Chelak, refuse to leave the ship until full wages been paid, according to our employment contracts in force. The company refuses to fulfil its obligations to us. By deception, offence and pressure, they are trying to force us to leave the ship, thereby taking away from us the last opportunity to control the situation with the payment of our wages. According with international rules, seafarers has right to remain on board until all company obligation from employment agreement must be settled.

On May 31, 2024 until yesterday about 4 am, the representatives of the company came aboard the ship several times and threatened us to leave the ship immediately even they would not pay us our wages upo to date. After they realized that we would not leave the ship without our salary, they began to resort to psychological pressure and offence. Arbitrarily, without the captain's permission, perons who were not authorised by me on board, broke into the engine room and, disregarding the safety of the ship, disconnected the diesel generator and thus cut off all the life support and safety systems of the tanker. They claim that respect owner orders. I would like to note that this act did not bring any material benefit to the company, and was nothing more than an act of psychological pressure on the crew to step out of the vessel as the vessel must

be sealed and prepared for towing. I, as the ship's captain, realizing the danger of this action, immediately instructed the mechanic to start the diesel generator, and restore the functioning of all safety systems on the ship and lock the engine room. Imediately informed the Harbour Master Agigea, document attached, about the situation but no answer from their side. Agigea Harbour Master officer not reacted in any way after my warning and info. From one company' person I heard that they said „ if the pesons who do that (stop generator) assume that danger, then is their problem"... this is totally inacceptable. But the company representatives, continuing to put psychological pressure on us, with threats of physical influence, ignored my prohibition, tried to break the lock on the engine room door, and turned off the diesel generator again. The company representatives could not logically explain why they urgently needed to do this at 02.00 am.

Also, company representatives showed us a screenshot of a money transfer, claiming that it was money that the company transferred to our crewing to pay off salary arrears. This screenshot was seen by a representative of the Port Authority and an ITF inspector. A representative of the port authority arrived on the ship to inform us that the "Trading Line" company had sent a letter to the port authority stating that the company had transferred money to our crewing for our payment. The representative of the Harbour MAster asked to call the crewing and get confirmation that the money was transferred to their account. But a representative of crewing said that the money did not arrive in the account. That is, it was another lie and manipulation on the part of the company aimed at getting us off the ship without a salary. The company representatives are also trying to accuse the ship's crew of blocking its shipment to the Netherlands. Although in fact the company did not properly prepare the vessel for transportation, this fact is confirmed by the expert's opinion dated 05/31/2024.

Emigration Police called every time by „the company agent" start to make our identification, ITF Inspector identification, but didn' see any identification done to those persons who came on board without master permission. Seems that persons were very comon persons, adressed between them with the little name all the time. I, in position of the master, consider that first 2 Emigration Officers and Harbour Master Officer were friends and let company persons to press us verbally, mental abussing and offence us and ITF Inspector without any intervention . Accept to let persons came with hammer and other instruments on board to broke the lock by force, looking how master orders are broken.

About 3 am on 1st May 2024, another 2 Immigration officers came on board and after their implication, all company persons left the vessel with all safety systems running on. All those incidents finished about 3.30 am 1st May 2024.

I, the master and Mechanic, will remain on board the vessel untill our money will be paid up to date.

I, as master authorty, will not accept any person on board who came to work on ship sistems and safety systems untill company will settle our demand.

I asked Port Authorities to remain at their role and to not accept to be tool of this company to push as out of the vessel in the middle of the steet without our fundamental right (wages) paid up to date.

Master of VT Continental

Illia Biesov

TRADING LINE BV
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Ch Eng

Chelar Oleksy