ODYSSEY - HOW MUCH LONGER?

By Garry Forbes

Timothy Williams died alone on the Ocean Odyssey as it burned. Fellow radio operators nearby, heard his cries for help. They were powerless. Moments earlier seven men had jumped from the deck intto the sea as an explosion tore the shaker house apart and clouds of gas ignited. The rest of the 70 man crew descended in a Dover's Massacre to release the boat from the rig as gas erupted from the surface of the sea and burst into flames.

This disaster killed one man and left others seeking psychic help. It generated fear throughout the North Sea. Two weeks ago we approached September 22nd the anniversary of Timothy Williams' death, another fear is spreading throughout the industry. The fear that a cover up is under way.

Speculation about a cover up is inevitable. And the responsibility for this lies with the authorities, a year later and there's still no public enquiry. Both the Grampian Police and the Department of Energy have submitted reports to the Procurator Fiscal in Aberdeen. But all he is prepared to say is that, "We are continuing with our enquiries, which are being pursued", a spokesman for the Crown Office in Edinburgh could offer no advice as to when any fatal accident enquiry might take place. But he said that the year that had elapsed since the death was "not unprecedented".

Announcing that the Ocean Odyssey didn't suddenly appear a year after the event. The first fears that the truth of the incident would be buried, emerged only after the explosion. Escaping crew members of the Odyssey were evacuated onto the nearby Sedreth 701. As the Sedreth crewmen offered their support and help to the shocked survivors, they were told to keep off the subject of the blowout. Meanwhile the survivors were being warned to say nothing to the press who would be waiting for them when they got ashore. This is standard practice offshore. But it was only three months after Piper Alpha, and we were being assured that this would be the fullest enquiry into offshore safety.

On the beach the picture didn't look much better. Television crews were interviewing stories that suggested a "shallow gas" blowout. Neither the Department of Energy made any move to publish a report on the incident. Mel Miller, Arco's offshore director of operations, was bumbling about a "bottleneck" in the system, that led to the death and seven jumped into the sea. So if there are doubts today about how this disaster is being investigated then these doubts have a long pedigree.

Disaster

In the meantime the story is unfolding. On the 4th of November this year, the day the blowout, the D E I issued a safety notice. The result of the notice was to evacuate a number of subsea BOP stacks. Those with flexible hoses between upper and lower package were affected. Any previously rated to 3370psi to be drilled fit only to operate in areas where maximum pressure expected to be below 3000psi. The devastation was clear. We were being asked to believe that the blowout was a result of equipment failure.

Inside

- N.W. Hutton
- Strike Action
- Doran

POSTSCRIPT

At a meeting of the "Society of Petroleum Engineers" held during the recent oil exhibition in Aberdeen an intriguing paper was given. Kevin Nunn, Arco's senior drilling engineer, who was on the Ocean Odyssey during the blowout gave the paper entitled, "Ocean Odyssey - Case Study of a Blowout". It was a sellout with standing room only in the hall. Unfortunately despite the title Kevin in a serious mood didn't address the parents who led up to the disaster but concentrated on events after the blowout. The chairman implied that anyone could answer any questions of Kevin as long as they confined them to the aftermath too. ('Even North Sea style').
ALL THOSE CONCERNED with the publication of “Blowout” are to be applauded for providing a long-awaited solution for the aging of certain and prevalence of those who work offshore. As in the case of the OIL, Ltd., I would like to use the page to relate the reaction, and offer some comments on your articles relating to any sector of the industry.

I am an ODECO employee who was interested in seeing two articles concerning us. In particular the article on the “Ocean Odyssey” touched base. I had worked on a number of the evacuations from our oilfield and was very interested. The consensus was that we were working as a team to get the rigs out of the water and the situation was that everyone was happy and that all the personnel on board could remain on board. It was not a first nor was it a case of going on strike, physically or mentally.

As for the letter from the “North Sea Action”, your article would have been a major step forward in the industry. I would like to join the discussion and express my support for the efforts being made to ensure that the industry is sustainable and just. I would like to continue this conversation in the next issue of our newsletter.

Yours sincerely,
Jim Fleming
EDITORIAL

THE NORTH SEA oil industry finally paid some of it's respect to the victims of Piper Alpha. It wasn't done by the oil companies and their flankies. It was done despite them by over 10000 maintenance workers, who struck on the anniversary of the tragedy.

As far as "Blowout!" can ascertain, the other two major groups of North Sea oil workers, the production workers, were not represented that day. There could be many factors involved here. But the fact remains indisputable, and has been borne out by the men themselves.

They also will be many different interpretations of this fact. But amidst all the opinions that may be heard, there are some solid facts about us and our industry that retelling won't change.

One distinct group within the offshore workforce is drilling. It includes drill crews on the platforms, the crews of the exploration ships, jackups and drill ships. Also the many service personnel employed by logging, cementing, mud and other companies.

These workers do not have skills that are applicable to other industries. The began to come offshore 25 years ago, they didn't take trade union membership of any kind. They are an generally speaking little has been done to change this. The backwardness and futility of the drilling contractors is legendary. Industrial relations are still modelled on the cotton mill. The workforce tends to be fragmented. Split up on a host of exploration units and production platforms. The struggle of the 'Stears' will encourage these practices.

No Defence

Production workers on the platforms are employed directly by the oil companies. It is believed that they are the only oil companies to see that they pose the most immediate threat to profits, these workers have the power to shut down production. This is why, it is believed by the oil companies, have been bought by wages and conditions far superior to those in maintenance and drilling. But Piper Alpha proved that a heavy wage packet is no defence against an oil fire. They too, of the difficult groups offshore, are most aware that a little has been done to fundamentally improve safety and conditions.

The Offshore Industry Liaison Committee (OILC) is yet still, there are solid facts about us and our industry that retelling won't change.

VIEW FROM HOME

The wife of an offshore worker I was interested in read your mag/page. I received a copy from my neighbor whose husband also works offshore. I was interested in find out what my husband makes of it when he comes home next wed.

I was not happy, in reading your Wives' Article, I feel there is a strong need for a support network for all wives throughout the UK. There are many single male offshore, and there are many, well-to-do, middle-class wives, which I frankly would find embarrassing. After all, I work full time and as a Nalgo member myself been in a strike recently.

Yet I was not as upset as I might have been if your husband appeared at my workplace demonstrating/protesting for my rights.

I think a support network would be useful and perhaps companies should employ welfare officers to be available 3rd party to help employees in need times or in an emergency situation.

Many marriages/relationships break up when the men go offshore, as it's a different lifestyle. Basic roles, change, for half the year you are responsible for house, kids, car and dog, etc. yet when your husband's at home you expect to let him make decisions, he's a chauffer! Many relationships cannot stand this type of change. Then on the other hand, many women cannot cope on their own, children, work, and don't have affairs to comfort loneliness. Many families have moved nearer to Aberdeen for work (as we know with young kids away from friends and family can soon become isolated and isolated, I suppose/This week, I am going up the Buchan coast where for centuries the men have gone to sea and the women worked on a home, a daily train. So I won't think a full time job, is a baby and her time. Not always well, but I am not a single mother, nor do I have any friends in the same situation, either married to offshore workers or geologists, but I still think companies should provide a welfare officer. Not necessarily someone to pay into peoples affairs, but someone to contact should you need help. Someone a husband can contact to inform his wife if he feels she needs help or support, he can't be home. Someone a wife can contact for information, even simple information like "what the fuck is a hasband can get picked up. I feel that the oil companies could well afford to provide this sort of service because if the wives are happy then the men are bound to be happy too.

The One thing you can do is make sure that any complaint you make gets heard. Your one complaint is not going to change the world. But your one complaint can make a difference. Your one complaint can make a difference. Your one complaint can make a difference.

GREAT

Very pleased to see the first edition of Blowout, Great. I have sent some of the women to the women who hope to contact you, Frank Doran kindly sent me a copy.

OBITUARY

"Blowout" remembers Timmy Williams. Timmy died on board the Norwegian oil rig, Ocean Osprey, in September 1988. He was the first of the 109 men who died in the tragic loss of life on the rig.

The family of Timmy Williams has called for a tribute to the memory of the 109 men who lost their lives in the tragic loss of life on the rig. They say that the loss of a loved one is a tragedy that should not be forgotten.

Timmy Williams was a father, a husband, and a friend to many. His loss has hit the hearts of those who knew him. His memory will live on in the hearts of his family, friends, and the community.
STRUGGLE
FOR SURVIVAL

NORTH SEA WORKERS' strike to the extent that 20 years to the day since the 800
strike was passed to the construction and maintenance contractors on the platforms, struck for 24 hours on the July 6 anniversary of Piper Alpha.

The "Day of Remembrance" wasn't an isolated day of protest. It came in the middle of a bitter struggle by the construction workers for the extension of health and safety legislation in full to the offshore workers to protect the agreements of safety as well as wages and conditions.

Throughout June and July the complicity of the North Sea oil companies in the strike has been exposed by the men's determined strike action that rolled across the North Sea. Strike action on the pipeline and at the site on the Western permanently shut the strike.

The action was co-ordinated with the North Sea Industry Executive Committees (OILC).

Onshore the OILC held over 80 mass meetings in Aberdeen, Glasgow, Middlesbrough and later in Hull and Liverpool.

The OILC included discussions as they were scheduled, and called the OILC on the offshore workforce to take action on the strike. Twice the strike was called out to the workers at Petrofac with the support of the OILC. When the strike was called the onshore workers were not left in any doubt about the strike's commitment and commitment of the men descended on their offices from OILC meetings.

The oil companies paraded that it was "nothing to do with us" ad hominem. However, many workers from Petrofac to Petrofac to BP, and to Shell, the OILC consistently refused to be left out of the strike action. That the OILC was the only way to ensure safety at work.

During the strike the OILC was supported by the North Sea National Union of Mineworkers.

The strike was defended by the OILC and the workers. The workers ensured that the strike was won. They ensured that the strike was ended.

STOP PRESS On Monday 11 September the Government, yet again, has allowed BP to make an end run on the strike. The new safety regime will fill all installations with the power to be "an inspector at the D of E" and ask for an immediate shutdown if they think the operation is unsafe. This is a major concession to a direct strike, offshore workers in recent months. The Government's policy that while "the new regulations are welcome" they will be unable to end the fundamental problems. He urged all those offshore to take up their new rights and seek to end the strike.

Mr Roger Lumsden, the assistant general secretary of the Manufacturers' Mutual with the OILC, wrote the final package, as an "honorable draw". Mr McDonald described this as a "public relations stunt in dubious time." Whatever the score the OILC's industrial action in the strike was a enormous success.

The struggle will go on in history. The battle is not yet over on the North Sea. In fact it looks like it's only begun.

THE TRUTH
ABOUT NEW HULLTOWN

THIS IS A story about a friend of mine and an incident out of his life that is still waiting to be told.

Around lunchtime on Sunday September 26th, I got a phone call from him and he told me about an incident of a North Sea oil rig. He didn't know much about it. He got that quite a bit off the radar. He knew there was an incident and that a very serious business was being conducted at one of the bays. He had been involved or had been participated in the incident.

To try and find out more I've got to leg up. It's a long story. But in the end it had something to do with "the "Greenpeace" boat". "The Greenpeace" boat was a 6,000 tons ship. It was the first time that the OILC was involved in an incident on the North Sea. It was the first time that the OILC was involved in an incident on the North Sea.

The Greenpeace boat was involved in an incident on Thursday. On the platform another member of the OILC delegation revealed that he had been involved in a contact to a contact in the D of E in Aberdeen. He had been involved and had been described in a newspaper as a "thief". He was described as a "thief".

This was the OILC's first line of defence. They did not want to be involved in such a serious business. They did not want to be involved in such a serious business.

The Greenpeace boat was involved in an incident on Thursday. On the platform another member of the OILC delegation revealed that he had been involved in a contact to a contact in the D of E in Aberdeen. He had been involved and had been described in a newspaper as a "thief". He was described as a "thief".

This was the OILC's first line of defence. They did not want to be involved in such a serious business. They did not want to be involved in such a serious business.

They did not want to be involved in such a serious business. They did not want to be involved in such a serious business.

They did not want to be involved in such a serious business. They did not want to be involved in such a serious business.

They did not want to be involved in such a serious business. They did not want to be involved in such a serious business.

The Greenpeace boat was involved in an incident on Thursday. On the platform another member of the OILC delegation revealed that he had been involved in a contact to a contact in the D of E in Aberdeen. He had been involved and had been described in a newspaper as a "thief". He was described as a "thief".

This was the OILC's first line of defence. They did not want to be involved in such a serious business. They did not want to be involved in such a serious business.

They did not want to be involved in such a serious business. They did not want to be involved in such a serious business.
SAFETY COMMITTEE FRAUD
- OFF TO INVESTIGATE

One Tuesday in July

New "Chief" appoints a safety committee. We meet and discuss a few things. He says that Shrim Drilling want to keep them all safe. A suggestion comes from the floor.

"Why don't we elect a safety committee?"

"Well, it's not the law."

"All right. Well what about sending the safety reps on training courses then?"

"Not necessary. Shrim's module training is sufficient."

The minutes of the meeting were drafted accordingly.

Wednesday

The notice board carries minutes of a completely different meeting. I am sure they mention nothing about elections or training. The chief says they are "too socialist."

Thursday

Some directives from Shrim Safety have arrived. Suddenly we're having elections. Git the napkins out. But first a discussion about the purpose of the committee, and how to nominatesemble. Oh no, don't listen thoughtfully to the constituents. So you know what section you're in. Some names are missing. Rumour has it that the OIM is automatically in the chair and that the Medic is secretary. You'll be spared the experience of voting on them. Of course as常务 are only for those who have been made to work at the boil, and their names may be on the list. We are not a replacement union but will run parallel meetings on the subject. We are all there, you must be there. If you are, you belong to this, or instead if you belong to you, you may still use the centre.

CHEVRON - THE HIGH COST OF ECONOMY?

THERE ARE MANY costs involved in running a business. The level of expenditure will determine the profitability of the enterprise. Management is obliged to pursue policies designed to minimize these costs. Indeed, not to do so would be a contradiction of their duty to the shareholding and their allies. The quest for economy does not necessarily mean cutting corners, but rather the wise use of resources to achieve the best results at the lowest cost. This is the focus of the story and is the point of departure for the Chevron example. Chevron's recent announcement that they are looking at ways to reduce their costs is a clear indication of their commitment to maintaining their position as a major player in the industry. However, the process of reducing costs also involves careful planning and strategic thinking to ensure that the company's success is not compromised.

SAFETY AND THE NEXT ISSUE OF BLOWOUT

WHY OFFSHORE WORKERS, despite changes in safety regulations forced on the government by the Piper Alpha disaster, are still being ripped off. Rosemary McDonald of the OSIU will be writing an article for us giving a full run down of the new offshore legislation and what it means for your safety.

FINANCE

Dwelling on the issue of money, contributions from the offshore workforce to the running of the OSIU's activities now exceed $200. A considerable proportion of this has already been spent, mostly in running the dispute. For those of you who did not make the recent meetings, and will not now have seen the update dates proceed, please call at the Information Centre where a full audit account of all the income and expenses will be available for scrutiny. It is appropriate at this point to thank those of you who have contributed to the OSIU, and to those who have not. Major funding and resources are required. These talks are expensive.
The Short and Curlys

When was the first time a man ran his fingers up the inside of your pants? Forgets what it was like the first time. Can your mind last to the last time you were at the helipad on your way out. And a little later the last time you were on your hands and knees, shuffle your feet a few inches apart, and open up your body to his hands. Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.

Maybe the reason nobody bothered to tell us why it was being done was because we were too young. But I doubt it was that. Maybe you don’t want to talk about your secrets. Maybe you don’t know.
**Piper Alpha - A Survivor’s Story**

by Ed Punchard

In the “Preface” Ed Punchard tells why he wrote this book. His recurring nightmare..."...of a young boy on his paper round in Aberdeen, delivering morning newspapers...which showed the charred remains of Piper Alpha. On his return home, he says, “Grandad, Dad’s on Clydeside isn’t he?” But he wasn’t. He’d been on Piper Alpha. And it’s a dream. The story true.”

The rest of Ed’s story is equally true. Not literally. No one will question that. But more important, it’s true to the spirit of the North Sea oil industry, and to the men who work in it. And that’s no small achievement. Traditionally the oil companies have had a little news leak from the North Sea. There were even early attempts to suppress the news of Piper Alpha before it became apparent that it was just too big. That newspaper that does get out is sanitized by a newspaper industry that either relies on oil industry advertising or has political sympathies with the oil companies. “A Survivor’s Story” tells the truth.

In the preface Ed Punchard talks through his personal experience of escaping from Piper Alpha in the first ten minutes after the explosion. He does, he says, “as far as I can recall, it was a hilarious experience.” But he did walk away from the blast. Eventually Ed Punchard carefully leaves out his experiences for all of us to see. Later in the book Ed Punchard tells us why he is able to make the assertions he does about the whole question of safety offshore.

As well as his experience, Ed Punchard shares his personal story for all to see, people of all in this way the reader knows that he’s getting the real story told by a real person. And if you don’t think that’s important you should compare the excellent book with the numerous accounts of the serious accident of life on the Brent field by Shell’s back A Advance in “Offshore. A North Sea Journey.” A classic of collaborations.

**Oil Exploration**

No questions asked.

**No Action** is the most likely form of action in the case of the North Sea programme in the near future.

That would be a sort of action that the Department of Energy (and maybe the Treasury and other departments) would take. The most obvious example of this is that the oil companies are not submitting any bids for the leases in the North Sea on which they have the right to explore. And the reason for this is that the government has not set any price for the leases.

The government has not set any price for the leases because it has not decided what it wants to do with the money it will get from the sale of the leases. And the government has not decided what it wants to do with the money it will get from the sale of the leases because it has not decided what it wants to do with the money it will get from the sale of the leases.

**DEATH OF A PIPER**

**by John Fyvie**

Come in stand by vessel.

It’s a steep and dangerous place.

You’re there on the scene.

You lie for days in the sun.

Death is not so easily avoided.

There’s too much that is missing.

On a high-pressure line.

The stillness is broken.

Demons in my head.

Like wolves on the prowl.

The gas is escaping.

Now we’re on our way.

There’s a call for a reason.

But I fear it’s too late.

An inferno is raging.

God is standing alone.

The steel is melting.

Like flesh from our bones.

Look! Here comes the Thracos.

But it’s doing no good.

New Black is engulfing us.

Like hanging man’s hood.

Oh, oh, oh, oh.

Oh the fire is spreading.

And panic is alive.

A scowdered cries out.

Then jumps for his life.

Then men are going crazy.

And screaming in pain.

The sound of tearing.

It destroys me insane.

Up in the derrick.

A rough neck in vain.

Screws for his brother.

To come ease his pain.

Another explosion.

God, how it frightened me.

The quarters we lived in the dark.

Worse still, the men are dying.

Inside men are weeping.

Not only in the dark.

The thoughts that torment them.

Are the folks they hold dear.

For never to see them.

Saddens their heart.

For death and oblivion.

Will keep them apart.

And now floodlights.

Your duty you must do.

For the death and the sorrow.

You caused on that day.

God have all these thousand.

Who dare give a shame.

Oil bosses and Thatcher.

We know you’re a shame.

A word of condolence.

Then you have to write.

While you sit in your凭依.

And laugh up your sleeve.

So remember the Piper.

Who are so to blame.

When you’re sent to the devil.

To burn in his flame.

To the halls of the Piper.

You’re not dead in vain.

We remember you always.

And in your pain.
CHINOOK THE FORGOTTEN DISASTER

THAT'S HOW PEOPLE are beginning to describe the death of 45 men in the 1988 crash of an American built Boeing Chinook helicopter off Iran's southern coast.

Since then, families of the dead have waited for some sort of vindication. Meanwhile the entire issue has become tied up in a damage limitation exercise by political figures on both sides, and will probably never be resolved.

There's a feeling of sympathy at the time of the disaster, followed by every attempt to nail the blame on others. But it all adds up to a failure of the whole system.

The cause of the crash was not made public until a year later, when the US authorities finally got around to admitting that it was a maintenance failure that led to the accident. The fault was discovered during the inspection of the aircraft's fuel system, which had been checked just a day before the crash.

Maintenance problems are not new to the Chinook. In fact, the helicopter has a reputation for being difficult to maintain, with a high rate of failure due to wear and tear.

The Chinook is a workhorse of the US military, serving in various roles from transport to search and rescue. It is a complex machine, with a multitude of systems and components that can fail in different ways.

THE "Adants 2" got on its way, but if there was a price for the worst crash on the North Sea there would be no competition. The companies involved, Clyde and seedu, aren't even listed.

The crash occurred during a training exercise, with the crew on board being inexperienced and the helicopters not properly maintained.

The crash site was located near the shore, making it easier for rescue teams to reach the scene. However, the weather conditions were poor, with heavy seas and strong winds.

The crews were unprepared for such conditions, and the helicopters were not equipped with weather radar or other advanced technology to help them navigate.

The families of the victims have been left to deal with the emotional and financial impact of the loss, with little support from the companies involved.

Families facing up to a fourth year without compensation could be forgiven for asking "where's the justice?"

HELP

LET'S PUT OUR CARDS on the table, producing a newspaper is a hellish lot of work, even of one such modest proportions as "Blowout". The small number of people genuinely producing the paper also work offshore and carry out all the normal family responsibilities etc. This puts tremendous strain on their available to prepare the paper.

Quite frankly this will be the last issue of "Blowout", until the task of production can be put on a sounder footing. We urge anyone with whatever skills for lack of them who can spare some time to participate in writing, planning or distribution of "Blowout" to contact us immediately .

AMOCO WANT TO LEAVE

AMOCO GUATEMALA PETROLEUM Company, the local branch of the Texas-based firm, has requested the Ministry of Energy and Mines authorisation to halt prospecting operations in its exploration block in the northern El Quiche and Huehuetenango departments. Amoco contends that guillia's position of equipment and demands for payment of "war tax" made continued operations in the area prohibitive. The guerrillas have targeted oil exploration projects for some time now, charging them with stealing the country's scarce natural resources, and claiming that profits raised from the 'black gold' only benefits foreign 'imperialists'. The isolated regions where the oil companies operate are also the areas of heaviest insurgent activity. The guerrillas are said to have been armed by the companies, which they said facilitated military penetration.

"Blowout" would like to thank all those who have contributed to the success of the paper so far.