

Ward

[Continued from Page 6] cent. But if you put in a good twelve-hour day, you often don't care too

much about any activities afterward." Furthermore, there's no guarantee that the workday ends after the twelve-hour shift. "If a boat comes in during the night

with supplies or equipment, you have to get out of bed to unload it," Ward says. "Or, if there's an equipment problem, you have to fix it—whether it takes an hour or all night." Ward adds that "ten-and-ten men" develop a special sense for trouble. "One night I was in the bunkhouse, about twenty feet away from the generator building. The generators went down,

and the quiet woke me up right away. On a platform, you recognize a strange sound—or lack of sound—instantly. The first time you hear a strange noise you know something's wrong. Before you hear it again, your feet are on the floor."

The offshore environment also includes severe weather conditions. "Usually we get to platforms with a two-hour

helicopter flight," says Ward. "But when it's foggy, you have to go by boat, which might take eight hours." Fog and rough seas prevent boats from making contact with the landing on a platform for fear of battering the boat. "If the weather's bad, we use a knotted swing rope like a 'Tarzan vine,'" Ward explains. "You grab the rope and swing off the boat, over the water, and onto the landing. However, sea action moves the boat up and down, so you have to time your move carefully."

Ward continues, "Sometimes the fog is so thick that you can't see the water from the top of the

platform, and you can't see from one end of the platform to the other—you feel like you're all alone at sea." Although winter often brings cold, gloomy days, summer weather on a platform is not necessarily more comfortable. "In

summer, there are lots of isolated thunderstorms in the Gulf," says Ward. "And the sun beats down on the iron and steel in the platform all day. It gets so hot you can feel the heat of the metal through the bottom of your shoes." Platform personnel

learn to adjust to whatever weather conditions prevail. "You can't go anywhere, unless a helicopter or a boat picks you up," Ward says. "But there's never a dull moment offshore." Jimmy Duranto's nose has been insured for \$40,000.

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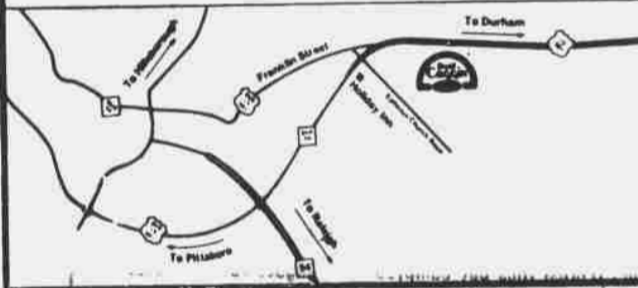
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Having qualified as Administrator of the estate of BENNIE FRIERSON deceased, this is to notify all persons having claims against the estate of Bennie Frierson to present them to the undersigned within six months from the date of the first publication of this notice or same will be pleaded in bar of their recovery. All persons indebted to said estate, please make immediate payment.

This 8th day of March, 1980.
Mechanics and Farmers Bank
Administrator
Estate of Bennie Frierson
116 W. Parrish Street
Durham, North Carolina 27702
PUBLICATION DATES:
The Carolina Times
March 8, 15, 22, and 29, 1980.

NORTH CAROLINA DURHAM COUNTY EXECUTOR'S NOTICE

Having qualified as Executor of the estate of JOHN D. LENNON, deceased, this is to notify all persons having claims against the estate of John D. Lennon to present them to the undersigned within six months from the date of the first publication of this notice or same will be pleaded in bar of their recovery. All persons indebted to said estate, please make immediate payment.

This 8th day of March, 1980.
Mechanics and Farmers Bank
Executor
Estate of John D. Lennon
116 W. Parrish Street
Durham, North Carolina 27702
PUBLICATION DATES:
The Carolina Times
March 8, 15, 22, and 29, 1980.

NORTH CAROLINA DURHAM COUNTY EXECUTRIX'S NOTICE

Having qualified as Executrix of the estate of CARRIE M. SANDERS, deceased, this is to notify all persons having claims against the estate of Carrie M. Sanders to present them to the undersigned within six months from the date of the first publication of this notice or same will be pleaded in bar of their recovery. All persons indebted to said estate, please make immediate payment.

This 22th day of March, 1980.
Edna R. Mills
Executrix
Estate of Carrie M. Sanders
1211 Fayetteville St.
Durham, North Carolina 27701
PUBLICATION DATES:
The Carolina Times
March 22, 29, April 5, and 12, 1980.

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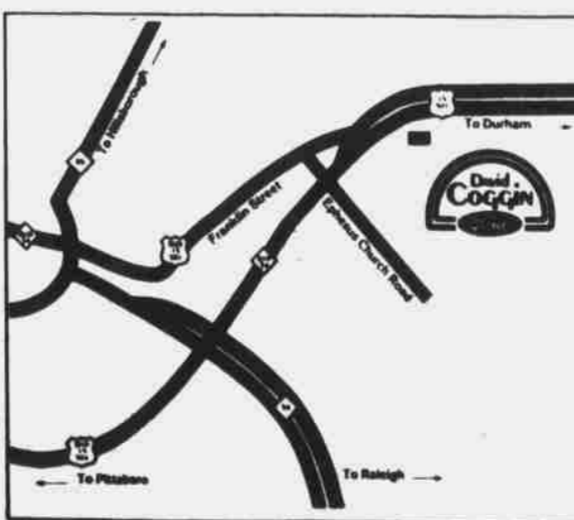
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