

# ENOUGH IS ENOUGH

The Bulletin of  — The offshore energy branch of 

## IT'S TIME TO JOIN THE UNION! THE OILC BRANCH OF RMT

**A**re you next in line for wage cutting - one year after record oil company profits? Our last branch meeting held upstairs in McGinns' in Glasgow on July 15, took the decision to launch a fight-back against BP's wage cutting. A room full of angry contractors working on BP projects unanimously agreed to start our campaign to let the employers know that we're not going to lie down to £20-£40 a day cuts in wages. Not from BP! Not from anyone! If you're on a BP job get your grievance letter into your employer ([www.oilc.org](http://www.oilc.org)). If you work for someone else, prepare for your turn and get everyone into the union.

### IT'S OFFICIAL

RMT are now committed to taking the fight to the employers. And our first step is to go to the TUC to demand the binning of the sweetheart OCA, UKDCA and UKFPOA "agreements" - deals that let the employers take the piss and have kept trade unionism on the North Sea weak. We need agreements that can be defended and that will put a stop to wage cutting and bullying

And we're going to invite the Norwegians on board. We want them to set up with us, a joint Liaison Committee to practically organise intervention on the UK sector.

Mikey Craig, our own member on RMT's ruling body, the "Committee of Executives", will follow up on our resolutions that got overwhelming support at the RMT AGM on the Isle of Man, and monitor their implementation and keep the branch informed.

Bob Crow has also assured us that he's prepared to personally get stuck into the oil companies and let them know in no uncertain terms that RMT will not accept wage cutting, wage freezes while dividends continue to rise, and will not accept "zero hours" contracts that can leave our members sitting on the beach without wages for months. (*See his comment below - ed*)

We didn't cause this credit crunch. It hasn't abolished the need for oil, or for our skills. We should not pay the price while shareholder dividends continue to rise. We need unity more than ever. Join the OILC Branch of RMT.

**Enough is Enough!**

## Is Bob Crow getting ready to do his offshore survival training?

Bob Crow is the UK's only charismatic union leader. He's actually not far off being UK's only "plausible" union leader. And now he's getting angry.

Here's what he said to "Enough is Enough"

"How long are RMT members expected to wait before RMT officials can get offshore to speak to them?"

Trade unions are legal organisations. Workers have the right to join the union of their choice. A gain of 500 members in our offshore energy branch in one year says that offshore workers are choosing RMT/OILC

I want face to face meetings with those bosses who have consistently denied oil workers their basic right to organise at their place of work. This bullying has got to stop. Our members spend a lot of their own "unpaid" hours on offshore installations and should have the same rights as workers onshore. Attending trade union meetings and questioning their trade union officials while off duty is one right that is entirely possible to implement now. I congratulate the RMT OILC Branch on a remarkable achievement in recruitment in their first year as part of the union. I will be standing right alongside our offshore members as they resist wage cutting and struggle to organize and civilize their industry.



# OILC Branch successes at RMT AGM

**O**ILC Branch got a great response from the rest of the delegates at the RMT AGM on the Isle of Man. Not that many there had much of an idea about the specifics of the North Sea. But the delegates were wide open to us and voted (with only one abstention) for our resolutions. So now it's watch this space.

Keep your ears peeled for the noise of a battle as RMT takes up a fight in the TUC to get UNITE to bin the "sweetheart" deals (resolution 24)

Look out for a response from our Norwegian colleagues. Internationalism is about practical support – not holiday speechifying. Will we get our North Sea Liaison Committee? (resolution 50)

And from here on in, the Shipping/Offshore Grades Committee (our fellow lay members in the leadership) will

be taking responsibility before any final pay deal is signed on behalf of our caterers in COTA. (resolution 24)

You should be able to check out your own delegates interventions at the AGM on the RMT's webcast. Go to [www.rmt.org.uk](http://www.rmt.org.uk) and enter the "members" area. Sign in using your member number and click on "Conference Webcasts". Click on "Webcasts". Once you start a session you can go to "index points" and look for the resolutions 24, 25, (50 wasn't recorded seemingly) you're interested in and hey presto you should see and hear what your delegate said.

Mikey Craig is our delegate on the Council of Executives (Shipping/Offshore Grades Committee) and has been asked by the branch to monitor the progress of the implementation of our resolutions. Mikey can be reached on [admin@oilc.org](mailto:admin@oilc.org)

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## BP cost cutting – where will it all lead?

**BP** posted record annual profits for last year of \$34.3bn, up from \$31.6bn in 2007, as it benefited from the high oil prices in early 2008. Chief executive Tony Hayward has said the company's cash flow would break even if the oil price averages at \$60 a barrel this year. BP will pay a quarterly dividend of 14 cents a share, up from 13.5 cents last year (that's nearly a 4% rise to shareholders - ed)

Tony Hayward - BP chief executive said:

"We think the current turmoil may in fact create opportunities for us and we will look at those very closely".  
October 2008

"We have made good progress in slimming and simplifying the organisation while at the same time strengthening the front line, but we're not being complacent."

"In the current climate we especially need to maintain the momentum we have established in the drive to make BP more efficient. The mantra in BP today is: 'Every dollar counts, every seat counts.' " February 2009

Yes Tony! And no doubt, "safety" will remain your main priority while you drive down wages and morale. But take note! Even the oil companies' favourite mouthpiece the Press and Journal is being forced to give front page treatment to the recent HSE warning that the spectre of Piper Alpha is looming again. Neither BP nor anyone else out there can cut maintenance on an ageing infrastructure and maintain asset integrity. And the record on the North Sea hasn't been too good even during the recent boom in prices has it? So what hope now?

## Sodexo are well able to pay a reasonable wage rise

**S**odexo won North Sea contracts worth more than £220million last year. The company renewed contracts throughout the North Sea with clients such as Seadrill, Marathon, Diamond and Transocean. They landed nearly £36million of new work in the UK and Dutch sectors, for firms including AMEC, Well Ops, Dolphin and Enasco. Lindsay Tocher, Sodexo's senior vice-president, said: "In the last year we achieved double-digit percentage growth and 100%

client retention".

But what offshore caterers heard was that Sodexo are pleading poverty, and along with the rest of the COTA employers are planning a wage freeze to keep the North Sea's hardest workers at the bottom of the pay scales. Amongst other things (unprintable) Jake Molloy, RMT's Regional Organizer said he welcomed the caterers who would read Mr Tocher's remarks, and would join the OILC Branch of RMT as a result.

## OILC Branch Committee endorses Michael Hogg for Regional Officer

**T**wo of the four contenders for the position of RMT Regional Organizer for the Scottish Region addressed the Branch Meeting in Glasgow on July 15. (This is a similar job to Jake Molloy's job but where the successful candidate would have responsibility for rail, bus and shipping issues.)

The OILC Branch Committee has made the very hard decision and agreed to endorse the candidacy of Michael Hogg from the Edinburgh Portobello Branch of RMT because of the interest he has shown in the OILC Branch and his commitment to furthering our growth. The Branch Committee urges OILC Branch (\$100) members to vote for him in the forthcoming election.

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I'm presently working on a Total rig, Elgin Franklin, for RBG. (Rigblast – ed). When we joined the CSU project there was a bonus and also a £4.50 uplift, and that was in a signed contract. Now I have found out in May our loyalty bonus had ceased and also in October our uplift goes down to £3.00 per hour. But it was in the contract! And I don't understand why or how they can just change their minds in this way. They say it's because of the recession! But this rig make £13million or so a day. They don't have charge hands any more (or maybe just the one, but every gang needs one, because we are still doing the same jobs as them) because Total don't wanna pay the extra. I have been told that this rig is probably one of the most volatile and dangerous rigs in the world and when it shuts down the government is straight on the phone to see when production will commence, as the price of gas goes up immediately. So why would they cut the wages of the lads out here? I just don't get it! It's not as if we miss anniversaries, xmas, kids birthdays and other important events (yeah right!). Just how much is time and experience worth?

**M0115008**

**Further to the call** at the branch meeting in Glasgow for an end to the "zero hours" contracts for the caterers under the COTA agreement.

This agreement, signed by the RMT and T&G unions, can in my opinion only be called shameful. I believe that both unions have made a very bad error in allowing these zero hour contracts and urge them to rectify this and fight to improve the terms and conditions of these workers. And until they do, they should hang their heads in shame. Have we forgotten the many who received no wages for up to 2 months at a time. Have we forgotten the stress that this would have caused so many families. I call on the RMT to lead the fight to end these poverty stricken contracts and get decent working conditions and pay for all offshore caterers.

**RMT shop steward D036389**

RMT policy on "zero hours" submitted by Carlisle City Branch and passed unanimously at the AGM 2009:

*"This AGM is mystified by the concept of zero hours employment contracts, where workers, apparently, have no claim to working hours but are obligated to work on almost an on-call arrangement. Such employment practices should be outlawed in legislation. The AGM is also concerned at the apparent ease with which unscrupulous employers can dismiss these workers. We call upon the national union to launch a high profile campaign to expose zero hours contracts and the lack of employment rights for these workers. We also call upon the union to raise these issues with our parliamentary group and the TUC."*

**Yes it's true!** We have received our "terms and conditions review". A 90 day consultation period has begun with workforce and partner trade unions. I am based on Ravenspurn North

The Southern North Sea is a strange place, where there is not a lot of appetite for any hassle. For some of the guys, to even question why we are about to lose money, would be a non starter from the word go. Most of them seem resigned to it now. "Well what can we do?" - basically sit back and say nothing and let the few vocal ones ask all the questions in meetings with our gaffers, then the quiet ones have loads to say afterwards in the tea shack. I get so frustrated. I think I am the only guy for Cape who is in RMT, I think there may be one or two of the caterers who may be members, and I am pretty sure there is a member on Cleeton who also works for Cape.

I have worked up North for ten years, and have spent the last ten years down here. We lost our gain share about five years ago. We are on a lower pay rate than comparable Cape jobs up North.

I feel this is an issue worth fighting over. I am sick of being manipulated as and when BP sees fit.

**M0105569**

**I've been working up in the Northern Sector** for the last 2 years, and we have been receiving 'uplift payments' for all that time, ranging from £18 - £34 (per night on platform), depending which platform we've been on.

Just been informed by our HR that this has stopped. (No consultation) This amounts to a reduction in salary of around £380 per trip depending on where you work. Shocking!

Send me some copies of Enough is Enough. I'm out on the Brent B just now (1 trip). You should have a couple of membership applications heading your way.

There must be a few enthusiastic members out here as there is always plenty of our literature posted about and a good few of the works lockers have the old OILC stickers in pride of place.

**M0105968**

**This has been in the pipeline** for some time. I was a founder member of the OILC approximately 20 years ago and it is a case of, "Here we go again!" There are too many of the " lads " have taken the king's shilling, and this will be an uphill fight again. We have too many sleepers in the camp and we must face up to this.

My first point to address would be to implement the Vantage Card System and put a stop to our troops doing extra time when other troops cannot get a job.

My second point to address would be that one step at a time is taken on all fronts and keeping in mind that there is more than one way to skin a cat. If the terms and conditions are amended redundancy would be a welcome option to some of the guys as enough is enough!

Maggie Thatcher comes to mind.

**M0111614**

**Fellas. This is very important!** We must unite. If you are not already a member get yourself signed up to the RMT/Oilc, I'm personally a fully paid up member of the RMT. We need to multiply our numbers.

The momentum is gathering and we are in a far better position today than we were 20 years ago, when Oilc was born out of what I recall, has been the only attempt to shut the North Sea down? (If any of you know of other times I would welcome the history lesson) It's time to get a grip of your "bollocks" and stand and deliver!

**QHSE Advisor W006353.**

# Letters



[www.rmt.org.uk](http://www.rmt.org.uk)

You have probably heard by now of Subsea7's plan to replace, not only British riggers on their ships in the North Sea and worldwide with Phillipinos, but most other technical grades as well. This includes mechanical and electrical engineers, ROV & survey, and marine disciplines.

I know you sympathise with the Phillipinos on this issue. They are a poor nation. But they are only a poor nation because of their massively greedy and corrupt government and the greed of big corporations and oil companies. We can apply this to all poor nations of this world.

And for the same reasons after the past 20 - 30 years, Great Britain is about to reach the same level. I don't have to emphasise how corrupt our government is - it's now on the news everyday. And I fear there is a lot more to come.

It is not only Subsea7 who are now planning our downfall but every service company in the North Sea. I have reports from Sonsub where Phillipino riggers enjoy rates of \$100 per day. They work 6 months on and 1 month off. Trainee British ROV pilots were on £160 pounds per day. The new trainee Phillipino pilots are on £48 per day. And they said British slavery ended 200 years ago!

We are heading for a major catastrophe! Young people leaving our schools, our colleges and our universities haven't got a hope in hell of getting any decent employment. This labour government has reduced our industries to almost zero. They have obliterated our armed forces and our merchant navy.

I can see that within 2 years we are going to have the likes of 6 million unemployed youths on our streets. That and the decline of middle class Britain is going to cause anarchy in a way I dare not think about.

We have to inform the press about all this.

We must ask Gordon Brown what he intends to do about it.

We must ask David Cameron what he will do about it.

And please - no more rhetoric. We need action and we need it immediately!

W003000

**In truth, there's not much** by the way of an appetite for anything out here at the minute. A lot of guys have young families, mortgages, etc and are just worried sick. Don't get me wrong! People are extremely angry and pissed off, but as for making a stand that's a different story. We've more or less agreed that we're going to do things correctly from now on?

We're actually going to use THEIR rules as far as working to the letter of procedures goes. There's going to be proper time given for consideration prior to all jobs, TBTs JSAs, STOPS. Nothing is happening until we've taken the time to ensure that every single piece of paperwork is in place and that every eventuality has been covered prior to starting the job. And we're calling time out for safety should any minute detail of the workscope need altered, then obviously we need to update the paperwork etc again. No-one is working one minute more than 12 hours per day and already people have refused to do extra time, or to come back early to cover for positions which have no cover. It's not much but it's certainly getting the goat of the Company Men (oil company drilling supervisors - ed) onboard and it certainly makes the troops feel better knowing that instead of paying lip service to their rules and procedures we're obeying them to the letter, and they really don't like it very much.

Other of our company's rigs working in the North Sea are well aware of what's going on but have work for quite a while. In actual fact, we found out from one of the crew members on one of these rigs, prior to being told by the management here, that we were being made redundant. Apparently it was the talk of the rig!!

The other units have fairly lengthy contracts so these guys are pretty much okay for quite a while. Realistically, although they appreciate how crap our situation is, that's about it so far. In

times like these I'm afraid the, "I'm alright Jack" attitude, is pretty prevalent.

The company won't tell us if the rig is being cold stacked. The official line from the beach is that the rig is still being marketed and if we do manage to get another contract everything will be fine. We are going in to Invergordon when we finish out here and there are certain repairs that they have to do for DNV etc. We all know the truth though.

### Name and address supplied

**A survey carried out offshore** for a 12 hour shift about how long was spent actually doing some physical work on the plant against computers and paper work.

Started off preparing the permit, doing task risk assessments, coshh assessments, safety isolation certs, electrical isolation certs, inhibit risk assessment sheets, toolbox talks etc etc. The list is endless. Then there's going round getting all the signatures required. Hunting for spares that don't exist (because the computer got it wrong again.) Not forgetting that all these certs have to be signed off at 18-00 before the change over and I have to put a big spiel in the computer before I knock off shift so the supervisor can see I've been busy all day. Unfortunately I'm standing in a queue waiting to get on a computer because everyone else is wanting to tell the supervisor what a busy day they have had as well. Well it's nice to go and relax now after spending 3 hours maximum productivity working on the plant. It would have been 3 if the safety guy hadn't come along to make sure I had my gloves, glasses, ear defenders on etc, etc, and make sure I was having plenty breaks and not stressing myself out. And I didn't get on a computer to tell my story to the supervisor, so maybe tomorrow!

No wonder they run with massive maintenance backlogs. No wonder nothing ever gets done and the rigs are falling apart making the North Sea an UNSAFE place of work. I think managers and supervisors should go to Spec Savers and see the job for real. Or maybe leave their computers for a few days and have a walk outside. We do

get some good days.

I had a discussion with another lad who worked on a Shell installation and he said I was lazy because on a really good day he could get in 4 hours productivity. That made me feel real bad.

So next trip if I'm not attending safety meetings, town hall meetings, planning meetings, H.R. meetings, incident investigations, musters, black bag exercises etc. I'm going for 10 hrs productivity and make the North Sea a safer place of work.

M0104804

Would it be possible to send some union leaflets to me so I can distribute them on this job. I am currently on the Elgin platform project and Total along with their lackeys RBG have decided that our uplift money will be cut by £1.50 an hour come August because of the economic climate. These thieving b\*\*\*\*\* having been making record profits and would now expect us to believe they are feeling the pinch (bollocks). While they get fatter we are f\*\*\*\*\* getting poorer, and to top it off we are treated like dogs. Let's get it well advertised to people to make a stand and make a fight of it before any more dignity is taken away.

M0111619

I was employed by Press Offshore and had already done 12 days of my trip in 1990 when the big strike began. I ended up sitting in for the whole duration of the strike. When it ended, I had been offshore for a total of 35 days. I vowed then never to get involved so deeply in such matters again, not that I regretted doing what I did because I didn't, but the repercussions had an effect on me. I was idle for quite a few months after it and when I did eventually get back offshore and I saw the amount of w\*\*\*\*\*, especially in the rigging side who had got in the back door, I can assure you I was disgusted, to put it mildly. But I am quite happy to sit on the side lines and chip away at them.

It still beggars belief that BP Norway can treat their contract workers with so much respect while BP in the British sector treat their contract workers with so much contempt. Of course the



answer to that is “trade union membership”, or lack of it. Whether the contract workers in the British sector can see it or not, if BP wins this battle, then Shell, CNR, Talisman etc will all follow suit with wage cuts. Then the 2 on 3 off will go and then it will be no 4 weeks holidays.

The contract workers offshore actually have the ball at their feet without realising it. There is more than one way to skin a cat. If BP want to cut our wages by 15% or 20%, the work force should reduce their output by the same amount or maybe more. With bed space at a premium, slowing down the job will disrupt their planning when arranging bed space, helicopter flights, supply vessels etc. with industrial action the last resort. Such action I am sure will eventually hit production in some way. And that is the best place to hit them. Where it hurts.

M0106156

**Tragic event on Brent Delta** with the loss of a member of the deck crew.

A long time work colleague, Jimmy Piggot, who worked with Wood Group, lost his life in a horrible way....God rest his soul. (he went overboard from the Brent Delta on Friday June17- ed) I was on there at the time of incident and it was an awful feeling as the truth of the situation unfolded while we were at a muster to do head count, and he wasn't answering tannoys. We were all looking at one another and we all feared the worse but refused to believe it could have happened. I have experienced, and I know I am not alone, the feeling of complete helplessness, stuck on an oil rig when things have turned sour. Now my feelings are with those he left ashore.

M0106166

**Two, three, four, five – lucky to still be alive.**

I have been busy lately working a three weeker (claw-back) which I

hated, and will not be doing again. They talk about safety too. It makes me laugh. I put in a lot of graft that last week after two weeks jumping about covering four platforms (because they won't give me a back to back). The last week I was installing 3 large tumble dryers in the laundry (no mean feat...involved deck crew and crane etc....) Then I installed a new oven in the galley. I was physically and mentally knackered. I couldn't even remember what life boat, or muster station I was supposed to be in, due to the fact I was on my fifth platform of the trip. I could go on....Pretty much all of the OIMs on the platforms I cover have stated I should have a back to back, to reduce the work load. But somewhere down the line, it's been knocked on the head. Makes me wonder - Cost Cutting!

Still, I am one of the lucky ones with a 2 on/3 off rota, which I enjoy, (even though it means 5 weeks worth of breakdowns to return to)

My heart goes out to the guys stuck on 2 on/2 off, but there's nothing in writing saying we will stay 2 on 3 off! I am away to enjoy my leave now and climb a few mountains.

**Name and address supplied**

*There's no better antidote to work induced stress - except being in OILC/RMT and knowing the employers hate it – or maybe allotment gardening. We need to start an OILC/RMT hill walking club for guys who would prefer to do their walking during the week and leave week-ends for spending some quality time with the families – heaven knows our guys get precious little of it specially those of us still on so called equal time. And I think I know the very man for the job of setting up this club. If you're a hill walker (from anywhere) or an allotmenteer (practicing or frustrated) living around Aberdeen, drop me a line – ed.*

**My feelings with regards** to the “zero hours” contracts, is that they should be abolished.

While working ad-hoc for two years, I found that there were many occasions when I never received any work, especially at the beginning of the year, and I have heard the same from many

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others that have shared my predicament. They have informed me that there have been occasions when they have worked a mere two out of ten weeks. This is not a sustainable source of income to run a family home. Most guys in this situation resort to signing on.

The reason (well what I presume it's the reason) why zero hours were allowed to be introduced was to create more positions. But in practice this is not the case. I feel that the employees are exploited because they have no choice whether to work because of pay cut-offs, and when there is too much work they are fear-mongered into it by the office on the proviso (at least in their heads) that if they do not comply they may not be provided with future work. Also, ad-hocs on zero hours have no retainer and not even a small salary to keep them ticking through the dry periods..

Companies create a large pool of ad-hocs despite knowing fine well there is not sufficient employment to keep them work in the regular 2 and 2. Why are companies still allowed to treat their employees this way? Ad-hocing were the two worst years of my entire offshore career, either from working too much or not enough, not feeling secure about if or knowing when I would get another job, not being able to plan my life out in what I thought were my field breaks, and constantly singing to the tune of the office. This has to stop and STOP NOW.

W003008

**At present, I work for Subsea 7.** You might not be aware that 99% of our riggers on board have just been given the official 'word' from the Offshore Manager that this will be their last trip for SS7, as they are being replaced by Filipinos - who will be working a 12 week on, 6 week off rota. The guys that crew changed last week will not be back. Seems they are keeping the deck foreman and that's all. The worst thing about this is the manner in which has been dealt with by the company - utterly disgracefully in my opinion. The guys here have spent two years



getting a brand new pipelay vessel up and running and just when we have turned the corner in terms of productivity and problem solving, the company replaces them with cheap labour.

In the ROV Dept, there seems to be no immediate threat (as far as I am aware) but I believe SS7 has a few Filipino trainee ROV techs on the Subsea Viking at \$48/day! SS7 HR Dept has stated that SS7 will not be taking on ANY expat trainees and that all will be sourced from the Far East. If all companies in the UK took this line then all we are doing is pumping money into a Far Eastern economy whilst providing less and less employment opportunities for our own people. SS7 get around this by describing themselves as an 'International' Company! There are also concerns amongst the staff employees that the National Insurance scam that SS7 pulled a few years ago, by giving us all contracts out of Singapore and telling us this had NO impact on our employment rights or terms, is perhaps not quite what it seems. They have also started replacing all the co-ordinators on SS7 vessels, again with Filipinos, and it looks like this may also extend to staff co-ordinators.

**Name and Address Supplied.**

## Friends of Friends

In one edition of "Enough is Enough" there is a mention of "friends of friends" working offshore. We all know this happens, and to be honest, if these "friends of friends" can be trained, (because they need to be) then well and good. But trained they must be, due to the fact that when they come out here they don't have a fikin clue.

Ok so a "friend of a friend" has now got a job where he/she has little or no idea of what's going on. Everybody that does knows the job, thinks this person is a cracker, dick, waste of space and so on. Then what happens?

The frigin numbnut gets promoted before he actually learns the first job he was employed to do, I suppose no one heard of the near miss (potential massacre?) on 9/11 last year when on a certain installation, when a dropped object hit the deck (with an impact of at least 3.5 tons). The onshore rig manager did not conduct an investigation as, "all was in order on the unit". That is, the "think plan" confirmed that no one was at risk. This plan had been written by a "friend of a friend". There were 6 guys working in the area, but because no one was hurt (miraculously) the report was . . . . well . . . management material. The outline of the story is that the rig was on tow, up on the pontoons, and with anchor handlers on location. Someone decided they need gear shifted. So they did a few lifts. The item in question was about 9-10kg. The distance it dropped was roughly maybe 14-16 meters, so it would accumulate to an impact of 3-4 tons. The whole operation looked dodgy under the terms of the Offshore Installation (Safety Case) Regulations. And more to the point the regulations concerning lifting operations (LOLER I think) don't look like they were strictly adhered to. Maybe "friends of friend" again? So what the hell can we do as reps/colleagues/workers, albeit not "friends of these friends".

We all know. "It's not what you know, it's who. . . .". We are in a precarious situation where we need to protect ourselves from the "friends of friends" who surround us. I apologise

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for maybe being a bit pessimistic - or just being me. I like to work. I like to pay my way. I would just like also . . . to be in charge of my life and my safety and not have management harming me.

M0104563

**This is an issue I think need to be brought up** at the COTA negotiations whenever they kick off.

The Forties Field Heliadmin staff were promised an uplift on our current day rate when we took over flight watch duties from BP Logco (saving Apache approx £250K per annum). We were then told that due to the current climate we wouldn't be getting it in November 2008 as promised, but they would look at it again Oct 2009. Going by this it would mean they would have to backdate almost a years worth of money to us. We (Forties Heliadmin) have approached our onshore management, but to no avail. They seem to be terrified of this Roger Brimmer, so we are turning to the union for some guidance on where to go from here.

I was recently in the running for a transfer to the Beryl Alpha platform as a Heliadmin on 2 on/3 off. I didn't apply for this position, I was approached by the Operations Manager at Aramark for the Beryl field. I was informed that there was another person being considered, but that he had less experience/qualifications and EXXON MOBIL management wanted me for this job. To cut a long story short, Apache kicked up a stink about me going, and the other person was given the position, much to the disapproval of Exxon.

What I would like to bring to your attention is that this position was never advertised, either internally or externally. I know this sounds like sour grapes, but It effectively means that they are breaking the law. It also means that they are putting less qualified personnel into position, for which they aren't ready, and which may cause them stress.

This is all politically motivated by Aramark and makes a mockery of their slogan "investors in people".

With regards to the WTD...Bring on a ballet for industrial action.

M0115883

## Apache – Wood Group - Petrofac

I have recently been working for Wood Group on the Forties for a short time. But I have had a previous period of employment of a few years with the same company and the same operator, so I know the way Apache operate their business. (very aggressively). I am writing to update you on my current position, and I assume of all other Wood Group employees working on the Forties. I was recently due to mobilise but have been informed by Wood Group that neither I nor other Wood Group employees will be going back out to the Forties. I have been put on standby, and have been told that Wood Group are currently redeploying their employees to different contracts starting with the longest serving employees. Hopefully Wood Group find slots for all those that were on the Forties and that nobody will be bullied into accepting the inferior terms and conditions that are on offer from Petrofac. It would really stick it up Apache if they were to lose a workforce with years of experience and familiarity with the platforms, to be replaced by an unfamiliar and/or inexperienced workforce that would take time to find their feet.

Remember this is a workforce that recently completed one of the largest shutdowns the field has had in years (on time), with the insecurity of their employment conditions hanging over them. They received no bonuses (that were )paid on past shutdowns, and have been treated with contempt. Apache obviously feel that they have the upper hand due to the current economic climate and see this as an opportunity to undermine contractors terms and conditions (lower day rate and the possibility of a 3 & 3 rotation). Hopefully this change over of workforce will have a detrimental effect on construction projects from a production point of view and not lead to a negative effect of the safety on these installations. All credit in this instance to Wood Group for showing loyalty to their employees by finding alternative employment for them at a time when many of them, due to the current economical climate, could have been forced into accepting the inferior terms & conditions on offer from Petrofac. Shame on Apache once again for showing blatant disregard of OCA agreed conditions. TUPE this time, holidays last time. What will be next?

Keep up the good work. M0102827

## Enough is Enough needs to move forward

“Enough is Enough” is growing our union on the North Sea. And there's no way anyone can defend themselves in this period without a union.

EiE lets you be heard right across the North Sea. But it is nothing without the letters from our members so keep them coming. They are magnificent. They open up a window on our world.

But EiE needs some interested bodies to come onboard and learn the ropes. EiE is already outgrowing its one man operation. Are we serious about recruiting widely amongst the 20,000 unorganised guys still out there? Because if we are EiE cannot remain a one man job.

If you are interested in playing a role in developing EiE in your discipline; drilling or catering or ROV or engineering or whatever, please get in touch with me and I'll give you an idea of how you can help and we'll work out a plan of how to let you get some on the job training.

The only skills you need are to like people (in general), be interested in their stories and have sufficient computer skills and a little free time (after your shift offshore?) to keep in touch with our members. You'd get a kick out of it.

Get back to me on [oilc.secretary@gmail.com](mailto:oilc.secretary@gmail.com)



## RMT Five Day General Reps Courses, Doncaster

We are running our five-day General Reps courses at the National Education Centre in Doncaster starting:

• 24th August & 7th December •

This course is suitable for offshore representatives or those who might be interested in taking up the rep's role.

COTA shop stewards, or offshore caterers who are interested in taking out stewards credentials, are specially welcome.

Under-five child-care is also available at a local nursery less than 500 yards from the centre.

If you are interested please contact [oilc.secretary@gmail.com](mailto:oilc.secretary@gmail.com) or Mike at 01224 210 118.

The OIM, had the services supervisor, and a couple of other layabouts sitting around drinking tea/coffee and having a general chin-wag in his office. The OIM asks the question

"The sex act – what percentage do you think is pleasure and what percentage is actually work?"

Several of the operators come back with different views. 80% pleasure 20% work, 60% pleasure 40% work, 90% pleasure 10% work etc, etc.

Meanwhile furiously mopping the corridor just outside the door, and listening to the conversation, is a steward. The OIM catches sight of him and asks him what he thinks.

"I'm not answering that he says. if I told you what I think you'd have me off of here on the next chopper"

The OIM assures him that that would not happen, so the steward says

"Well it's obviously 100% pleasure, numbnuts, because if there was any work involved, you Shell bastards would have us contractors doing it for you."

## Meetings

RMT OILC Branch Meeting, Cafe 'Dag, Crown St, Aberdeen, Wednesday August 26 at 13:00, Please attend if you are free.

RMT NE Shipping Branch Meeting, 2nd Floor Moorgate House, 5 Mile End Road, South Shields. Last Thursday of month at 10:30

"Enough is Enough" thanks the NE Shipping branch for their contribution towards postage costs for EiE. It is important that all offshore members, irrespective of branch, get the opportunity to read and contribute to "Enough is Enough".