

THE RIG

ALEXANDER L. KIELLAND

MEMORIAL BOOK

NORWEGIAN PETROLEUM MUSEUM

Else M. Tunglund

The Rig

ALEXANDER L. KIELLAND

MEMORIAL BOOK



Publisher: © Norwegian Petroleum Museum, 2024
Book design and layout: Siv Sivertsen
Production: MAKE!GRAPHICS
ISBN 978-82-90402-75-9

The work on this book was supported by Fritt Ord. The book was an ongoing project before I became the project manager for the documentat on project at the Norwegian Petroleum Museum, and I received permission to continue and include what I had already started here.

The support from Fritt Ord was the beginning. Else M. Tunglund, project manager.

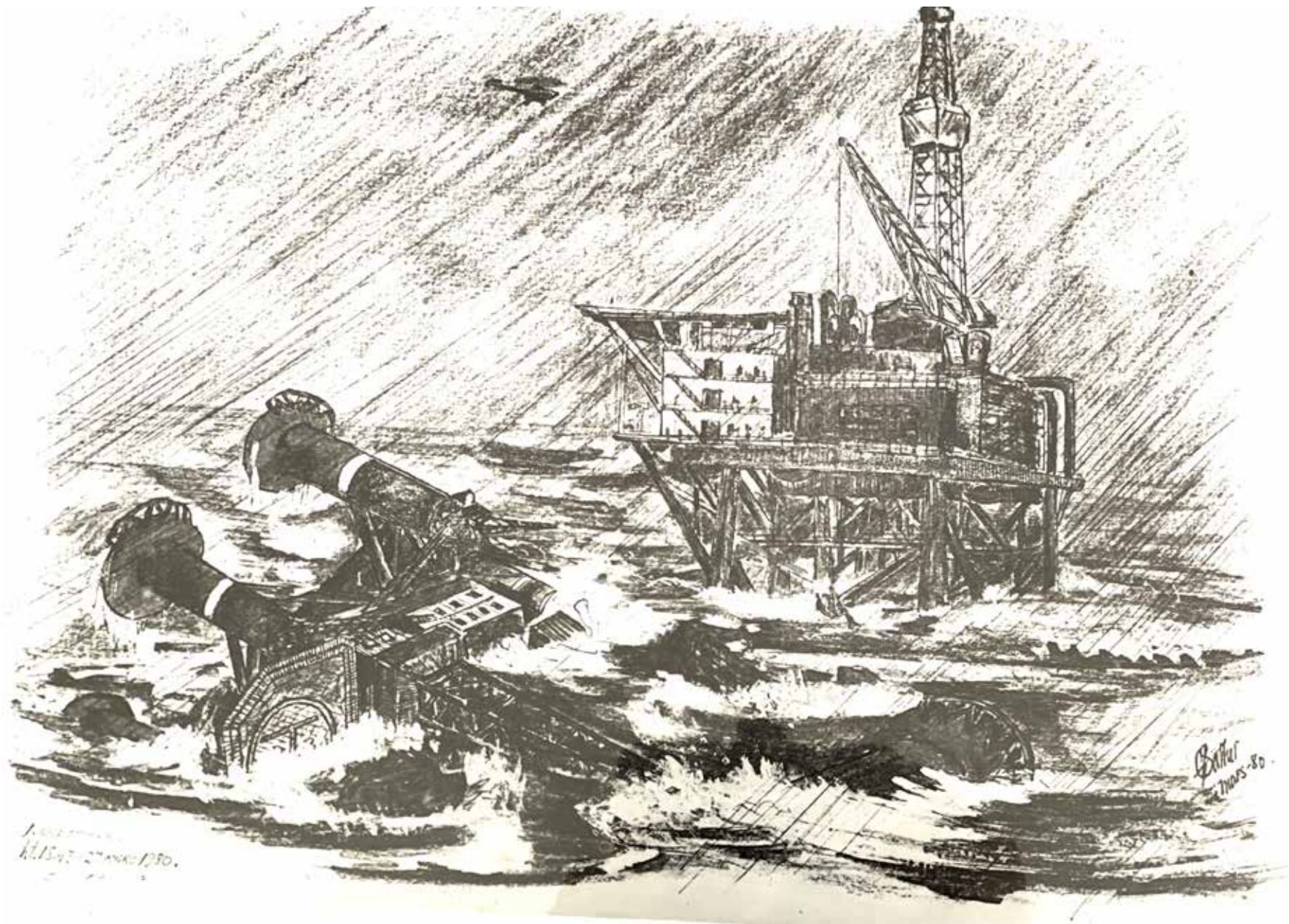


Illustration unknown.
Tor Yngve Alberg Olsen (d. 2023), one of the survivors, had this picture hanging on his wall for many years after the accident.
He noted that the illustration was made by a crane operator.

To Kian (Odd Kristian Reme),
a tireless advocate for the relatives and survivors of the
Alexander L. Kielland disaster.
Your strength and dedication have been a source
of hope and justice for many.

Coord. approval

N°

REVISION

BY

DATE

Shipping requirements approval

DRILLING RIG

PENTAGONE 89

LICENCE IFP NEPTUNE

Owners

**A GOWART - OLSEN & Co
STAVANGER - NORWAY**

Builders



**COMPAGNIE FRANÇAISE
D'ENTREPRISES MÉTALLIQUES**

C.F.E.M. 57 BOULEVARD DE MONTMORENCY - 75016 PARIS - FRANCE

Coordination :

CFEM - DICOS
13-15 Rue des Sablons
75116 - PARIS - FRANCE

Dwg established by :

CFEM - DICOS

13-15 Rue des Sablons, 75116 PARIS - FRANCE

Ref :

TITLE

**ASSEMBLING ALTERNATOR
PA 100 G95 - 85 / 6 Poles**

Drawn

SCALE

DATE

DWG N°

Checked

Approved

6-27-P c.0 1-1-1-0

TABLE OF CONTENTS

Foreword.....	11
Introduction.....	13
Kielland before the accident.....	15
The Accident.....	33
7 Rescued by the crane operator on Edda.....	43
4 Rescued by Nordmand Engineer.....	53
5 Rescued by Safe Truc.....	61
2 Rescued by Tender Power.....	73
1 Rescued by Viking Girl.....	81
9 Rescued by British helicopter.....	89
2 Rescued from raft by Nordmand Skipper.....	93
Rescued, Lifeboat 5.....	161
From Lifeboat 5 to helicopter.....	194
Those who perished.....	224
The good memories.....	235
Those who returned.....	245
In Memory of Kian Reme.....	252
Kielland Gathering.....	253
Rescue Overview.....	
Sources.....	

Norsk Oljemuseum
Tjodolvsq. 65
4000 STAVANGER

Stavanger 1. april 1980

Granskingskomisjonen i høve "Alexander Kielland"s forlis.
v/ formannen, sorenkrivar Thor Næsheim.

Ulykka med "Alexander Kielland" vil med all sin gru verta
ståande i saga om norsk såvel som internasjonal oljeverksemd.

Norsk Oljemuseum ser det som ei viktig oppgåve å ta vare på
materiell om ulykka, redningsaksjonen og granskingsarbeidet.

Materiellet må omfatta såvel dokumentarisk materiale i ulike
former som konkrete fysiske minne, t.d. delar av dei konstruksjonane
som svikta.

Museet er difor så fri å rekna med at materiale ikkje vil
verta øydelagd eller frigjeve før ein har fått høve til å vera
med å vurdera kva det er høveleg å taka vare på for ettertida -
i regi av oss eller andre.

Med helsing

Jane Johnson
Jane Johnson
konservator

FOREWORD

”Can I tell it now...?”

On his first day at a new job – one week after the wreck of Alexander L. Kielland – curator Jone Johnsen wrote a letter to the commission investigating the accident. The aim was to ensure that both documentary and physical material related to the accident was preserved. This is how some of the first objects for the newly established Norwegian Petroleum Museum were collected.

The accident has always been a central and important part of the museum’s narrative and its permanent exhibitions, and in the last three years also as a separate project. The National Audit Office’s review of the original investigation led to the establishment of a government-funded documentation project.

Based on its expertise and work with the controversial North Sea Diver Case, the Norwegian Petroleum Museum was chosen to lead the project with the Kielland Network as a natural partner and important contributor. The task was, among other things, to collect documentation and to acquire and make accessible knowledge about the accident.

Along the way, a number of external individuals and agencies have contributed, and among these, the University of Stavanger has been one of the most important. During the project, archives have been searched, unpublished photos located, and a dedicated website (kielland.industriminne.no) created.

Survivors have been able to meet their rescuers, widows have received answers to questions they have carried for over 40 years, and painful and difficult stories have been allowed to emerge.

Although many years have passed since the accident, there are still many who have not fully processed their experiences, feelings, and impressions, either because they have not received the necessary help or because they have not wanted to or had the strength to do so. Some of these individuals were contacted by the project, while others took the initiative to reach out. Project manager Else M. Tunglund is an important contact for many of the people who are now re-experiencing their stories and wish to share them and their memories of the accident. These experiences show that sharing – even decades after the accident – is helping people. It is never too late.

A widow of a recently deceased Kielland survivor went straight to the point after 44 difficult years:

”Can I tell it now...?”

This book is an important product of the documentation project. The book collects memories from a lot of people and is a testament to the individuals who were directly affected by the disaster.

The most important individual in the effort to bring forward the cause of the survivors and bereaved after the accident has undoubtedly been Kian Reme, who led the Kielland Network for many years. In the final phase of the project, he sadly passed away, and we wish to dedicate this book to his memory.

Björn Lindberg
Acting Director
Norwegian Petroleum Museum



ALEXANDER L. KIELLAND

H

Photo: Unknown / Norwegian Petroleum Museum

INTRODUCTION

On March 27, 1980, the rig Alexander L. Kielland (ALK) capsized in the North Sea. A total of 123 men lost their lives, while 89 survived. The accident remains the worst in Norwegian oil history and led to significant changes in health, environment, and safety practices.

The catastrophe also had profound human consequences. Wives, partners, girlfriends, brothers, sisters, mothers, and fathers lost their loved ones. Among those who perished, many were fathers of young children, school-aged children, and youth on the verge of adulthood. Some children lost their father before they were born.

Many families faced economic insecurity and the loss of stability once the breadwinner was gone. Some children experienced the loss both of a father and of a mother who was never the same after the accident. Survivors were deeply affected by the disaster. For some, continuing to work became difficult due to psychological and physical aftereffects, and there were several instances where survivors developed serious problems with alcohol. All of this impacted both them and their families.

Most survivors were rescued thanks to the efforts of helpful colleagues. Several of those who perished did so after having contributed to saving the lives of others.

Nightmares about the incident have particularly tormented those who tried in vain to save people who disappeared into the waves. This includes both survivors, personnel on the Edda platform, and crew members on boats that arrived on the site of the accident.

The accident also affected divers and other personnel involved in the work of bringing the deceased ashore, ensuring that they could be buried.

It is often said that it is important not to forget the Alexander L. Kielland accident so that something similar does not happen again. But it is also important to dare to face what happens after a catastrophe – to understand, support, and process. There are still many who seek answers and wish to receive as much information as possible about the rig and what happened to each individual when the accident occurred. The hope is that this book can contribute to that.

A heartfelt thank you to the survivors, relatives, and bereaved who searched through old albums and sent us photos, to the National Archives for scanning and making images available from their collections for use in this book, and to the Kielland Network for providing contact information and collecting images.

Else M. Tunglund
Project Manager
Norwegian Petroleum Museum



Illustration: Elisabeth M. Tunglund

ALEXANDER L. KIELLAND BEFORE THE ACCIDENT

Alexander L. Kielland (ALK) was a semi-submersible drilling rig, owned by Stavanger Drilling and built at the French shipyard CFEM in Dunkirk in 1976. It was designed as a pentagon-shaped rig with five legs, specially developed to operate under challenging weather conditions. However, there was a shortage of drilling assignments when the rig was completed, so throughout its entire lifespan, the rig was used as a flotel, meaning accommodation for oil workers in the North Sea.

In the last nine months before the accident, Alexander L. Kielland was stationed by the Edda platform, on assignment for the field operator Phillips Petroleum Company at the Ekofisk field.

At the time of the accident, the rig was in the process of being decommissioned as a flotel and prepared to once more be a drilling rig. Alexander L. Kielland had received a drilling assignment on the British side of the North Sea for Shell. Its sister rig, Henrik Ibsen, also owned by Stavanger Drilling, was to take over as flotel at the Ekofisk field. Many looked forward to Ibsen replacing the more simply equipped Alexander L. Kielland.



Photo: Unknown/Norwegian Petroleum Museum
Alexander L. Kielland at Nordpipe GNSC-B11.

STAVANGER DRILLING

17 L.

VILLENEAU, ROHART, SIMON
AVOCATS

"Alexander L. Kielland".

PIÈCE N°: (5)

<u>Posisjon:</u>	<u>Dato:</u>	<u>Ref. vedlegg:</u>
Leveret CFEM Dunkirk	Juli 1976	
Prøvetur og oppankring	Juli 1976	
Oppankret ved B- 11	ca 14.8.76	1
Oppankret ved Tananger	23.02.77	2
Oppankret ved Albuskjell 2/4F	Juli 1977	3
Oppankret ved Eldfisk 2/7B	27.08.77	4
Oppankret ved Eldfisk 2/7B	08.09.77	5
Oppankret ved Eldfisk 2/7A, Flare	05.04.78	6
Oppankret ved Eldfisk 2/7A, Flare	23.04.78	7
Oppankret ved Albuskjell 1/6A	20.03.79	8
Oppankret ved Albuskjell 2/4F	24.05.79	9
Oppankret ved Edda 2/7C, Flare	03.08.79	10
Oppankret ved Edda 2/7C.	08.11.79	11

Source: National Archives

Kielland was a movable rig that, throughout its life, was anchored in various locations. Log of anchoring.



Photo: Bjarne Melkevik / Norwegian Petroleum Museum



Photo: National Archives

The last nine months before the accident, ALK was stationed by the Edda platform.



Photo: Unknown private
Ronald Dean.

Photos from the rig

Source: National Archives



4-person room in the permanent accommodation on ALK.

Although Kielland functioned as a flotel, the accommodation would hardly have earned any stars in regular hotel registers. The temporary living quarters consisted of containers placed on the forward deck between the bridge and the derrick.

On the day of the accident, there were 104 containers on the rig, a capacity for 348 people. Each cabin had four bunks.

Photos from the rig

Source: National Archives



Photos from the rig

Source: National Archives



Toilets in the container section on ALK.



Shower room in the container section on ALK.



ALEXANDER L. KIEHLAND



Photo: Unknown / Børsheim private
Christmas on Edda.



Photo: Unknown / Norwegian Petroleum Museum
Men standing on the gangway on Edda.

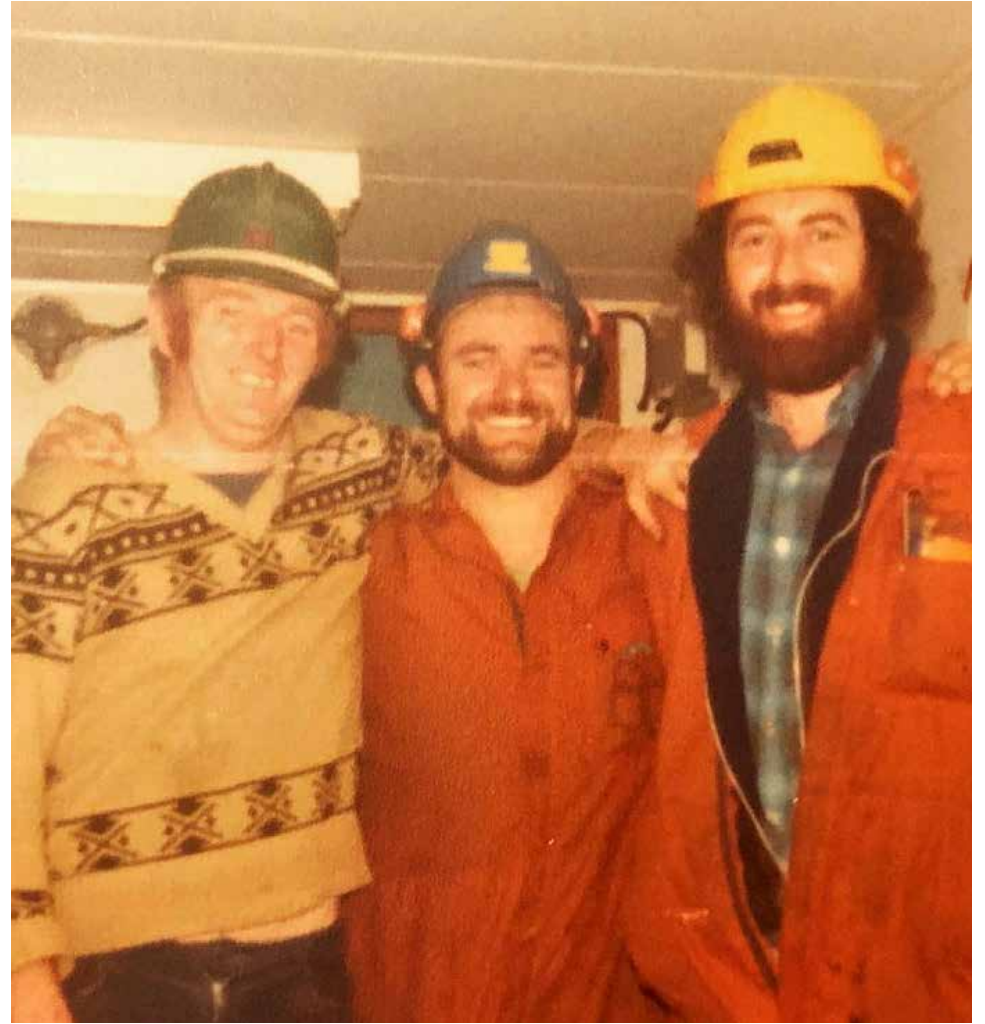
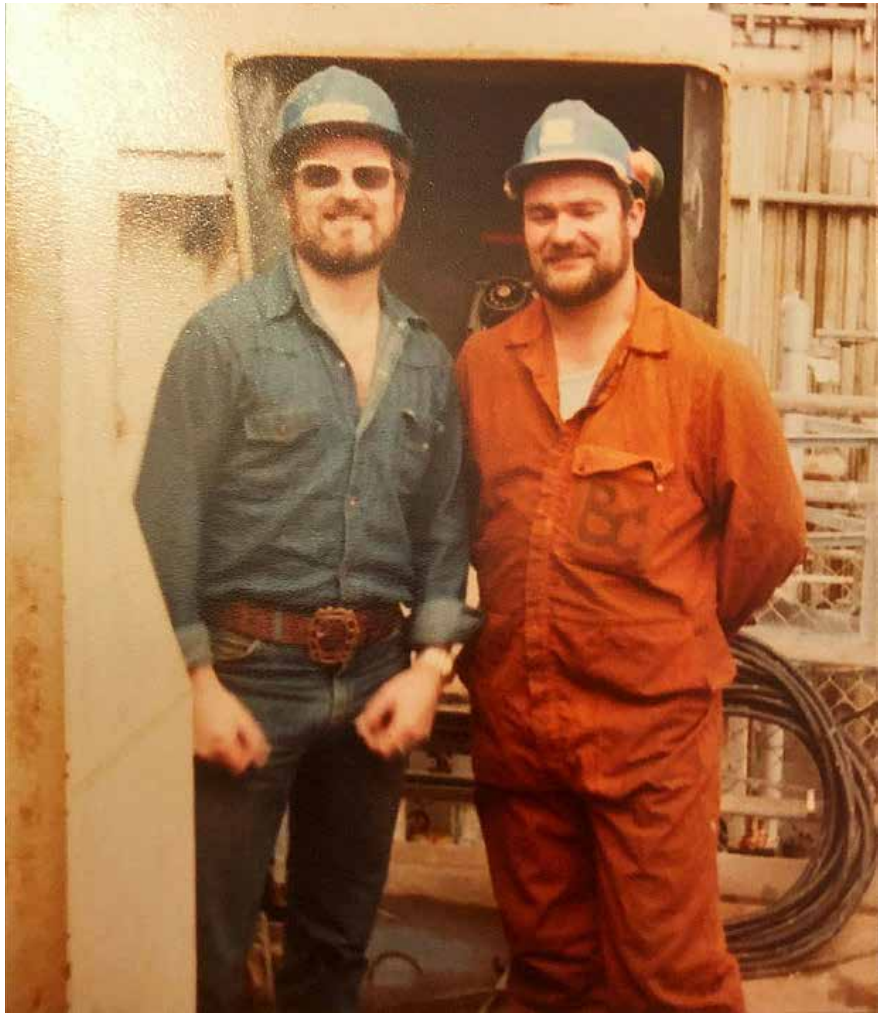


Photo: Trygve Børsheim
Harald Øyerhamn.

Work in the North Sea

Private photos







Patrick Pender.

Rolf Arthur Reme.

Jostein Vaagsbø.



Photo: Clark Graham / Norwegian Petroleum Museum



Photo: Olav Habbestad / Norwegian Petroleum Museum



Photo: Else M. Tunglund / Norwegian Petroleum Museum
Jan Olav Haga.



Photo: Unknown / Norwegian Petroleum Museum
Olav Habbestad was a cook in the North Sea.

Food was an important part of daily life for those working long shifts in the North Sea. Jan Olav Haga, who had a summer job on Kielland, remembers the food best!

«I ate dinner three times a day, and it was no problem for a 19-year-old. The food was very good, and there was plenty of it. In addition, we could help ourselves to free soda and candy.»



Photo: National Archives

The cinema room on Henrik Ibsen before renovation, somewhat similar to the cinema room on ALK. On Kielland, there was no TV in the rooms, but there were two cinema rooms where the crew could watch movies. The small cinema was in what had originally been the rig's common room. The larger cinema was in the temporary living quarters, the so-called container section, originally a room for mixing drilling mud and chemicals, now converted into a cinema. The cinemas were popular, even if the equipment was makeshift – a film screen on a stand, a projector, and loose chairs.

Near the large cinema room, there were other facilities, including a temporary laundry room, a gym with a ping-pong table and weightlifting equipment, as well as storage for gas cylinders and other loose equipment.



Photo: Magnor Rosseland

Some spent their free time on board fishing, others spent it playing cards and talking with colleagues. Perhaps people were better at talking and sharing stories before tablets, video games, and mobile phones took over much of the entertainment?

Photo: Jan Egil Pettersen / Norwegian Petroleum Museum
The leg that broke off.



THE ACCIDENT

On March 27, 1980, there was dense fog, strong winds, high waves, and unusual current conditions. The wind blew in a different direction from the waves. This made the rescue work difficult.

The rig had more people on board than planned, as some who were supposed to go to other installations were dropped off on Kielland due to the weather. Additionally, there were people on board who could not return home because helicopter traffic had been suspended.

There were 212 people on the rig when the accident occurred.





Photo: Unknown / ConocoPhillips / Norwegian Petroleum Museum
The broken D-column floating in the sea.

Photo: Bjarne Melkevik / Norwegian Petroleum Museum
Lifeboats hanging below the helicopter deck on ALK's sister rig, Henrik Ibsen.

The investigation after the accident concluded that the main cause of the disaster was a welding defect in one of the braces that held the floating columns of the drilling rig together.

At 06:29 p.m., the first warning came that something was seriously wrong. The crew on Kielland heard two loud noises in quick succession. Many perceived these as bangs from powerful waves hitting the rig. A person scrubbing pots in the mess hall thought it was a crane that had dropped something on the deck. Shortly after, there was another bang. The rig began to tilt to about 40 degrees, the lights flickered and went out, and the alarm sounded. One of the rig's columns had detached.

In the mess hall, pots and plates overturned, and food ended up on the floor where people clung to the bolted-down tables.

In the temporary living quarters, exits were blocked by heavy lockers, and people had to crawl out through windows.

In the cinema rooms, chaos ensued as chairs, people, and loose equipment fell against the wall due to the tilt. Most people's instinct was to get out on deck and to the lifeboats as quickly as possible, while some retrieved a life jacket or survival suit from their cabins.



Photo: Kielland. Unknown / Norwegian Petroleum Museum

The lifeboats were attached to hooks that did not release when the rig tilted. Several of them were left dangling, slamming and shattering against the wall of the rig. Only two lifeboats remained usable. They were slammed against the rig and shattered.

Lifeboat 1 was launched with 26 men on board. Many sought refuge on the rig's highest point, the B-column. The rig was held by an anchor wire that eventually broke.

The rig flipped completely over and remained upside down in the sea.

Lifeboat 5 detached into the sea when the rig overturned, with 14 men inside.

An additional 19 men were subsequently rescued into the lifeboat from the sea. Twelve of these were later picked up by the supply vessel Nordmand Skipper.

The remaining men in Lifeboat 1 and Lifeboat 5 were picked up by helicopters during the night and the following morning.



Photo: Norwegian Petroleum Museum's collection
Life jacket from Kielland.

All vessels in the vicinity were asked to go to the accident site, but few arrived in time to save lives.

Most of those who survived the Kielland accident were saved thanks to the efforts of colleagues on site and collaboration with coworkers and personnel on the neighboring platform Edda. Some were helped multiple times out of life-threatening situations. Several of those who perished contributed to saving others.

There were not enough life jackets for everyone, which created difficult dilemmas.

This is how the 89 survivors were saved:

7 were picked up on the neighboring platform Edda
26 were rescued by Lifeboat 1 and helicopter
33 were rescued by Lifeboat 5, supply boat, or helicopter
14 were rescued from the sea by vessels
9 were picked up from a raft by a British rescue helicopter

Main Rescue Center Southern Norway, Stavanger (1980)

"I get the last life vest. The man behind me doesn't get a vest. He's a man from Telemark who lived in Kristiansand, named Olav Lia; he didn't survive. I get the vest on and climb higher. We look at each other. I feel guilty. I go up behind the winch, where the anchor chain is, as high as one can go. I stand there for a while and think.

Just before I left, I had learned that my wife is pregnant. My dad never had a dad. Cousin Stig never had a dad; his dad also died at sea. Now my child will have no father, for now I will die at sea. In our family, all fathers die at sea.

The deck sinks down, and the row of cabins is now full of water, pushing out anything on the inside. The platform tilts more and more.

I jump as the rig tips. I go far down into something bubbly and a strong undertow. When I come up to the surface, the rig is gone. Without a vest, I would not have survived."

- Anders Helliksen
(Alexander L. Kielland Memory Bank)

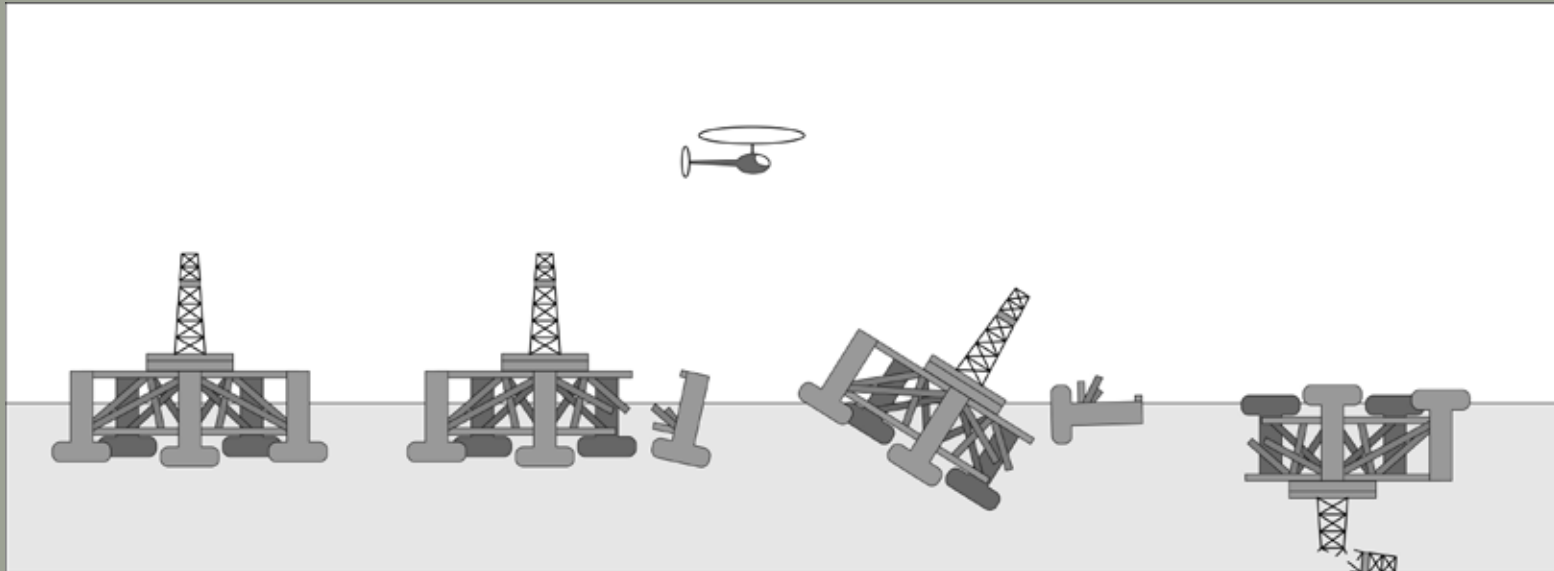


Illustration: Elisabeth M. Tunland

After the rig tilts, it hangs from one of the anchor wires, which bears more and more weight before it snaps. The rig flips completely over and remains upside down in the sea.



Photo: Fanebust, private

Baste Fanebust is working on the Edda platform for Phillips Petroleum. He directs boat traffic at the Ekofisk field on the night of the accident and leads the rescue operation in the first hours after Alexander L. Kielland capsizes.



Photo: Kjetil Alsvik / Norwegian Petroleum Museum

7 RESCUED BY THE CRANE OPERATOR ON EDDA

The crew on the Edda platform hears the alarm on Alexander L. Kielland and sees the rig tilting. They quickly respond by alerting other platforms and preparing to receive those who can be saved. Roger Marcussen lowers a cargo basket into the sea and manages to rescue seven men in four or five lifts.

"I was sitting and watching a movie when the alarm went off. Ran straight to the crane in just slippers, jeans, and a T-shirt," he says.

(Marcussen in Alexander L. Kielland Memory Bank)



Photo: Marcussen, private

BENGT BERHEIM is inside Lifeboat 3, one of the boats crushed against the rig. He sees the hole where the wheelhouse was smashed off and climbs out. His only thought is to avoid hitting his head. Outside, he sits for a while on the broken lifeboat before noticing that the crane operator on Edda has lowered a basket right above his head.

"I thought, 'This is my chance.' I stood there, timing the waves for a while. When I jumped, it took just a few strokes to reach the basket. The rig hadn't completely tipped over. The crane operator knew exactly what he was doing and managed to position the basket perfectly. He is a true hero—he saved my life."

(Berheim in Alexander L. Kielland Memory Bank)

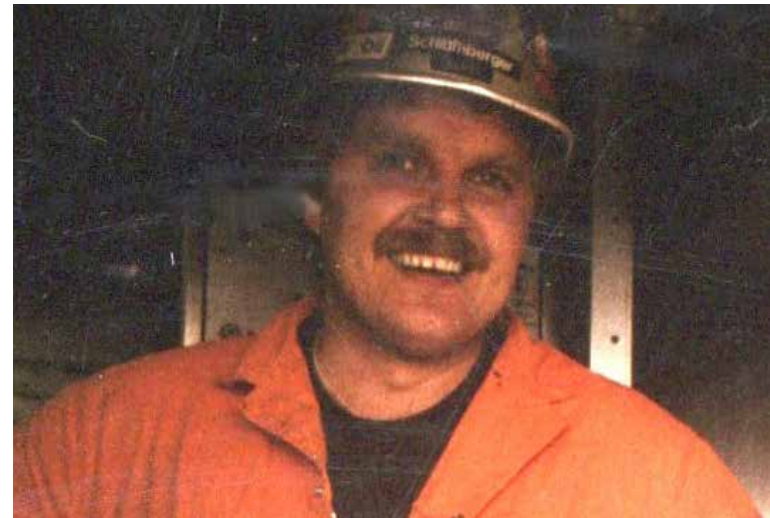


Photo: Berheim, private

Hørte smellet og hoppet i havet

Kaotiske sekunder, forteller Sandnes-mannen Olav Skotheim

- En personellkurv som ble heist ned fra Edda-plattformen ble min redning. Til tross for de store bølgene i Nordsjøen klarte jeg å komme meg i denne kurven, sier Sandnesmannen Olav heim, prosessingenør hos Phillips. Han forteller at den ene av de fem søylene på boreriggen er slått av. En av årsakene til uhellet kan være ankerkjettingene som går gjennom søylene, slik at dette kan ha brukket søyler Skotheim på en pressekonferanse natt.

- Da uhellet skjedde ved 22-tiden satt jeg i kinosalen og bortimot 30 andre personer var der. Noen svake kren-

plattformen søyle var slått. Plattformen en stund var det jeg meg

En av de 16 arbeiderne som kom med helikopter ved 4 tiden ble tatt ut på bære. Phillips' egen lege, Tor Nome, som foretok registrering av de første 16 som kom til Aftenbladet at de ble skadet da de ble

messen på dekket over kinosalen da plattformen kantret. Harry Løns fra Trondheim sier til Aftenbladet at han klarte å krype mot en kant og han ble plukket opp i en kurv. Han sier at han forholdene tatt i betraktning er i god form. Noen av svømmetur

Både et F-5 jetfly og en distriktlegeskyss ble brukt for å få kaptein Øyvind Ottesen ved Luftforsvarets redningskvadron på Sola fram til Sola i går kveld. Kaptein Ottesen var på ferie i Aremark, noen mil nord for Halden, da han i fjernsynet hørte om den store ulykken.

- Straks tok jeg kontakt med Hovedredningsentralen på Sola, som kunne opplyse at de trengte min assistanse. Etter at vi hadde gjort denne avtalen, tok det bare ca. to timer til jeg befant meg på Sola.

En legeskyssbil brakte meg til Rygge, der et jetfly sto klar. Bilturen tok en time, og med jetflyet var jeg på Sola i løpet av en halvtime, forteller Øyvind Ottesen.

Allerede ved 19.30-tiden i går dro det første Sea King-helikoptret ut fra Sola. Kaptein Ottesen og hans mannskap var klare til å dra ut ved 22-tiden, men dårlig værforhold forhindret dette. De dro imidlertid ut ved 01-tiden i natt.



Harry Løns fra Trondheim føler seg i god form forholdene tatt i betraktning.

- Kan ha skadet... i nær... Olav

FRANK H. PEDERSEN is observed moving toward what is at the time the highest point on the rig. He tries to release a raft but ends up in the sea. He is then rescued onto the Edda platform with a personnel basket by Roger Marcussen.

MALVIN HAUGE is on his way out of the mess hall when the rig tilts. He is thrown against the wall in the corridor but manages to get out on deck and into Lifeboat 7. There are only 6-7 men on board as it is lowered, as most nearby did not dare to board. The front hook fails to release from its attachment under the davit, and the lifeboat is thrown against a column twice before it ends up upside down while taking on water. Hauge manages to get out through a hatch.

The personnel basket from Edda is hanging right over his head. He manages to climb into the basket and is rescued.

HARRY LØVØ is also in the mess hall when the rig tilts. He runs out into the corridor, past the control room, and out to column B. There, he jumps into the sea and is picked up by the personnel basket from Edda after about 10-15 minutes.

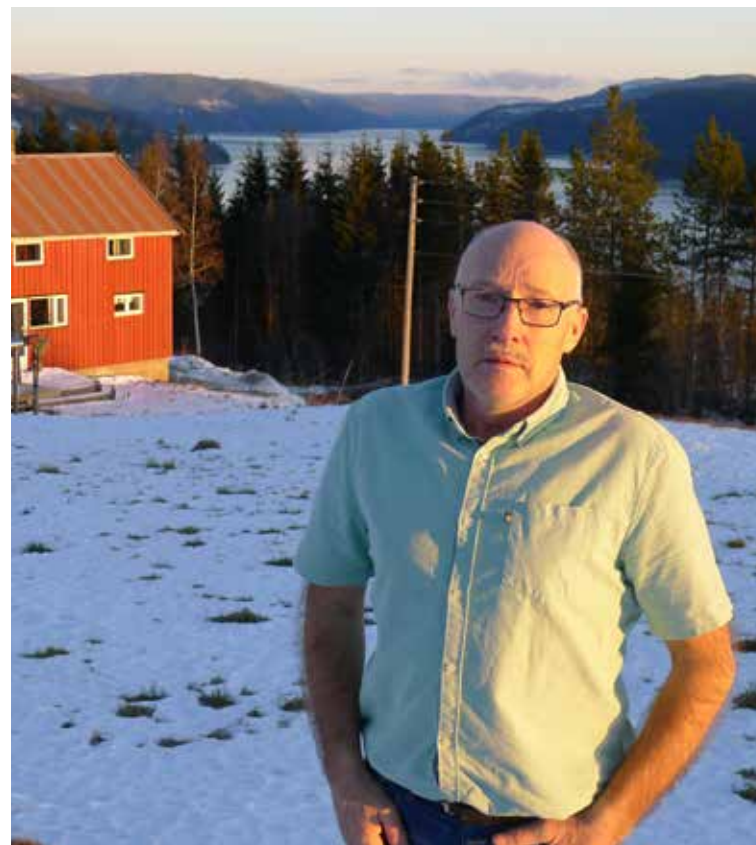


Photo: Løvø, private

Harry Løvø.



Kaptein Øyvind Ottesen ved Luftforsvarets redningskvaldrøn ble hentet med jettfly fra Rygge.



Denne Stord-mannen lå en halv time i sjøen. Han ønsker ikke nævnet i avisen.

- Straks tok jeg kontakt med Hovedredningssentralen på Sola, som kunne opplyse om jeg trengte min assistanse. Ettersom vi hadde gjort denne avtalen på det bare ca. to timer til jeg ble hentet på Sola.

En legekyssebuss brakte meg til Rygge, der et jettfly sto klar. I løpet av en time, og med jettflyet, tok en time, og med jettflyet var jeg på Sola i løpet av en time, forteller Øyvind Ottesen. Allerede ved 19.30-tiden dro det første Sea King-helikoptret ut fra Sola. Kaptein Ottesen og hans mannskap var klare til å dra ut ved 22-tiden, men de ble værførhold forhindret fra å dra ut imidlertid ut ved 01-tiden natt.

Kaptein Øyvind Ottesen, som har vært ved redningstjenesten siden 1975, mener at det i går var ekstraordinært dårlig vær på Nordsjøen. Sea King kunne ikke tatt seg fram og landet på landform ved instrumentflyging.

- Ved dagens værforhold kunne dere ha sett folk i sjøen. - Det regner vi med ikke å ha vært mulig, sier kaptein Ottesen.

Han opplyser at de imidlertid kunne gått ned på havflaten ved instrumentflyging, men han understreker at det er grensen hvor mange helikoptre de kan på søk i et begrenset område. Det er en betydelig hjelp at et fly som ligger over helikoptrene.

Norse med i gassfunn

Oslo (NTB): Minst åtte av blokkene Norge Petroleum er med på i «Offshore Te Mexico-gulven, inneholder verdige gassforekomster. Han har gjennomgående en andel på 25 prosent i disse blokkene. selskapets andel av brutt verdiskjønnsverdi er foreløpighvis slått til 120 millioner kroner.

et



Sandnes-mannen Olav Skotheim var den eneste som kunne delta på pressekonferansen på Sola i natt. De 15 andre ble kjørt rett til sykehus. Her sammen med informasjonssjef Per Erik Bjørklund i Phillips.

ket over kinosalen i kantret. fra Trondheim hadde at han klarte å lande i kant og han hoppet ut denne. Også han i en kr. Han sier at de ble tatt i betraktning. Noe kaldt var været.

net 1/2 time

stør Jan Johanne- han befant seg i i 1/2 time før han ble hentet av luftforsvaret. Han ble tatt opp av Aftenbladet i et rom i Sandnes. Han ble tatt opp av Aftenbladet i et rom i Sandnes. Han ble tatt opp av Aftenbladet i et rom i Sandnes.

Pasienter sendt hjem

For å skaffe sykehusplass

- Vi trodde at håpet var ute

Berget etter tre timer i gummibåt som tok inn vann

For å skaffe plass til eventuelle skadede fra Nordsjøen ble det i løpet av kvelden i går sendt hjem ca. 70 pasienter fra Sentralsjukehuset. Det var pasienter hjemmehørende i Stavanger-distriktet og de vil bli tatt inn igjen i den grad det er nødvendig, sier assisterende overlege Helge Bryne til Aftenbladet.



OLAV SKOTHEIM is in the small cinema room before the rig tilts. A cowboy movie is being shown. Suddenly, he hears two moderate bangs followed by a loud bang that gives the rig a severe tilt. The lights go out, and several people end up against the lowest wall.

Chaos ensues, but people eventually start making their way out. Skotheim reaches the deck and manages to stop by his cabin on the first floor of the temporary living quarters, where he puts on a warm coverall and grabs a life belt. When he comes out, there is one lifeboat left, but it is hanging in a way that prevents him from boarding it. The only way out and away from the tilting rig is into the sea. He is rescued by the personnel basket lowered from the crane on the Edda platform.

"I was lifted by a wave – I swam and swam – I thought I had swum halfway when I looked up and saw the basket. I grabbed it from the outside and eventually made my way inside."

(Roger Marcussen in Alexander L. Kielland Memory Bank)



Photo: Skotheim, private
Olav Skotheim.



Photo: Husmo, Conoco Phillips / Norwegian Petroleum Museum
Two workers in a basket to or from Ekofisk 2/4R.

JOHN ARILD NILSSEN and **GERRY ATLE STIGEN** are also in the cinema room. Gerry Atle is sitting in the second row. John Arild is one of those thrown against the wall as the rig tilts. They both manage to reach the deck and board Lifeboat 3 along with 10-12 other people. John Arild is the last to enter the lifeboat. He stands at the hatch, looking for more people before the boat is lowered, but everyone he sees is running towards the highest point on the rig.

The engine is started, and they get Lifeboat 3 into the water, but the front hook will not release. The boat is therefore smashed against the rig and crushed. Gerry Atle and John Arild escape from the lifeboat and are then rescued onto Edda using the personnel basket. John Arild lands hard, injuring his legs, but his life is saved.

John Arild Nilssen died in 2022, at the age of 79. His son, Arild Johan Nilssen, remembers his father talking about Gerry, who saved his life:

"My father couldn't get into the basket but was hanging on the outside. Gerry stuck his hands through the netting on the basket and held my father by the belt so he wouldn't fall into the sea. He was lifted to safety on Edda, though he somewhat injured his legs."

(Nilssen in Alexander L. Kielland Memory Bank)



Photo: Nilssen, private
John Arild Nilssen.



Atte mann fikk sine hedersbevisninger etter Alexander L. Kielland-ulykken i går kveld, og takk fra viseadministrerende direktør i Phillips, J. E. Welin (t.v.). De åtte er fra venstre Wilfred Ramstad, Werner Sivertsvik, Alf Nodland, Trygve Møgster, Hans Thorsvik, Roger Marcussen, Jan Bengtson og Rolf Eidem.

Recognition for rescue efforts

In total, 23 men were saved thanks to the rescue work conducted from Edda, either by being lifted with the personnel basket, or by grabbing rescue equipment thrown down from the platform.

The Ministry of Trade and Shipping awarded a plaque for heroism at sea to Platform Edda 2/7C, Phillips Petroleum Company Norway, Tananger, after the accident.



NORMAND ENGINEER

Photo: Solstad Rederi

4 RESCUED BY NORMAND ENGINEER

The supply ship MS Normand Engineer, under the command of Captain Christian Næss and his crew, headed at full speed toward Kielland after receiving the distress signal. The crew donned survival suits, prepared life buoys with attached lines, and secured a climbing net along the ship's side.

The crew first observed a lifeboat and a raft with a few men on board but passed them as they were considered "rescued." They spotted between 14 and 18 other people floating in the water. The rescue was challenging due to high seas. They managed to reach several people, but struggled to bring them on board because their survival suits were open at the neck and had filled with water. The people in the water were too exhausted to help themselves.

FINN BAKKE THORSEN was playing cards in his cabin on the 4th floor with three others when the accident occurred, and the rig tilted. All four fell toward the wall where the door was. Finn managed to exit through a door at the end of the hallway leading to the derrick. From there, he could see the broken-off column floating in the sea. Along with many others, he continued toward the rig's highest point.

They tried to release life rafts that were tied to the railing, but the rafts were so securely fastened that it was impossible to free them. He then went down again and ended up in the sea. He swam and managed to reach the basket on the Edda platform. He grabbed it, but his grip slipped a few meters above the water.

He also attempted to grab life rafts hanging from Edda, but they were too high to reach. He stayed afloat until he was picked up by Normand Engineer around 7:20 a.m.

TO LIFE BOAT
TIL LIVBÅT

UTGANG
EXIT

ROLF OLAUSSEN is the second from Kielland to jump onto the net along the side of Normand Engineer.

When the accident happened, he was lying in his bunk in the living quarters. Two large waves hit the rig, and the lockers in the cabin overturned, blocking the door. He kicked out the window and exited into the hallway in his underwear, but managed to grab his survival suit.

He was tossed by the sea, dragged under, and clung to a plank and a lifeboat wreck. In the water, he put on the suit and clung on. There were ten men on the wreck, but most were washed off by the waves, leaving only him and one other. The supply vessel arrived, and they jumped onto the net on the side of the ship. He lost consciousness as they lifted him over the edge.

He woke up in the shower, where they had rinsed him with lukewarm water and wrapped him in wool blankets. In the morning, he was hoisted to the Ekofisk Center for further transport to Stavanger hospital.



Photo: Olaussen, private
Rolf Olaussen.

Kameratene drukne ved siden av dem

Stavanger: Det er helt utrolig at de lever — Anders Helliksen, Alf Gunnar Taraldsen og Helge Eneberg — alle fra Kragerø. De seires i kampen mot døden i den iskaldt Nordsjøen, men måtte se kamerater drukne ved siden av seg.

— Det har ikke gått opp for oss ennå. Hendingene sitter i hodet bare som en spennende katastrofefilm. Til nå har vi bare vært nektene. Reaksjonene kommer nok som et marsvitt. Da vi hoppet i sjøen tenkte vi bare på våre nærmeste, så har det gått bra, vi skal hjem, det er helt utrolig.

TA sitter sammen med disse tre telemarkingene i Stavanger. Også deres kamerat Lars Erik Eriksen fra Kragerø kunne i går forlate Rogaland Sentralsjukhus i sin form.

I underbukka

Vi lar dem fortelle om det utrolige.

Anders Helliksen: — Jeg sier: Da jeg kjemte ut, var jeg på gata, kom jeg meg ut av vinduet i lugeren. Jeg tok meg opp til det høyeste punktet på det krongrodd-bolagplattformen i bare underbukka.

Siste livbøite!

— Jeg tude ikke på i noen livbøite. Jeg så en båt med folk i blå kledd under meg, jeg var ikke brovakt det gikk med dem. Jeg kasterte meg for å hoppe i sjøen. Jeg hadde fått det siste livbøite som ble delt ut.

Hippet var på midten å og 10 meter ned i sjøen okalle sjøen. Mange hoppet etter høyere, både 20 og 30 meter.

Jeg kom over en åpen livbøite som kom full av vann, var utsluttet, klarte ikke å komme opp på den uten hjelp. Det var andre som hjalp meg. Noke lens med en gang gjennom det tykke underbukka, jeg ble fort utrettet.

De andre utart

Kampen mot døden ble de to andre, Gunnar Taraldsen og Helge Eneberg utart på en annen måte.

— Vi ble sett i kikkvask, vi høyrte et støy som var sjøen vi opp på plattformen slik vi har hatt mange ganger. Men denne gangen høyrte jeg ikke plattformen og livbøiten. Det var ingen skapninger, langt der ute.

Det var bare å legge med ryggen. Livbøiten strøk fort. Vi fikk en lys forberedelse.

Og på et øyeblikk opp til det høyeste punktet på ryggen, så ikke Anders her opp de, så stod det til ryggen, lagde me å tippe enda mer rundt. Følelse med så langt vi kunne på det siste plattformen. Vi knyttet støtting, det hang en livbøite ved siden, vi tude ikke på i den, den hang på hodet i bare klø.

Følelse tok anker utvoren, så rippet rundt, vi høyrte i vannet. Det ble klart mange meter under-

vannflaten av draggnet — kanskje sekunda meter. Gikk opp igjen til overflaten, gikk raskere tre-fire ganger under plytt. Det svarte like her oss, vi klarte å holde hodet klart hele tiden.

Helge Eneberg var påvirket bare tre meter fra den. Åpen livbøiten som var full av vann. Også han tok seg opp på den. Gunnar Taraldsen fikk tak på en annen livbøite, det hang så man på ryggen fra seg på den. Det lå opp med.

Helliksen og Eneberg på en båt full av vann, Taraldsen på den andre.

— Jeg var helt utrettet sier Anders Helliksen, som hang i skjøten på Helge hele tiden.

De grøtde å ta seg over til den andre båten som lå opp med. De 10 på ryggen mistet på å stå på båten og klarte det med et knytttak.

— Som et sjekk oppgjort vi et siste båt som lå på hodet var full av folk!

Nærmest med Helliksen var det en annen som hang i skjøten på Helge Eneberg.

Helge: — Jeg kjemte at taket hadde slapp, han grøtde ikke mer, jeg så han dukket under midten borta tilbake.

Nå hadde det gått 30—40 minutter fra utbruket herude. Det kom en ny supplybåt, Kragerø-gutten var blant de 12 av de 30 i livbøiten som grøtde å komme over i supplybåten. Resten ble reddet av helikopter på stor genkvisjon.

— Vi var mesten og helt utvoren av kulde.

Helge: — Jeg tenkte på kjertring og sjøen hele tiden, jeg har tre stuper, bare dem gikk igjen i tankene. Det verste var å se folk på Edda-plattformen fra ved siden fortvilet kastet ut livbøiten, de så ikke på oss utvoren å kunne gjøre noe.

Anders: — Da jeg mistet hogg i sjøen tenkte jeg på livbøiten, klarte på oss jeg skulle komme hjem noen gang. Det var gjennom å se kamerater bli reddet, men det var ingen panikk om bord, alle var helt rolige.

Gunnar: — Også jeg tenkte bare på dem hjemme. Kampet det jeg kunne for livet, det var gjennom å se folk reddet rundt meg.



Minst fire Kragerø-gutter ble drift opp av det iskaldt vannet i Nordsjøen. Karl Erik Eriksen — med hvitt utleppe rundt seg — var en av dem.

Stor psykisk påkjennning

— Jeg hadde ikke trodd at jeg noen gang i mitt liv skulle bli utsatt for slike påkjenninger. For meg har det vært en psykisk påkjennning som ikke er til å holde ut. I nærmere halvannet døgn har jeg holdt meg i nærheten av telefonen, men ingen har ringt for å fortelle at min sønn er reddet.

Slik beskriver en skienmann situasjonen som hundre pårørende har opplevd tiden etter at katastrofen i Nordsjøen ble kjent. Skienmannens sønn var om bord på plattformen, og etter det TA kjenner til er flere telemarkere blant de savnede eller omkomne.

— Det var også en fæl måte å bli på TV og samtidig hørt var ansatt. Ingen kunne si noen nærmest panikk, jeg var ikke utvoren liden. Likevel så ville en utlykter på gjenstand radio, ringer redningsstrømen ting, sier skienmannen. Hvorom jeg var full av roset og så holde meg våken i natt, radio og TV. Siden har jeg sett ingenting annet hver min sønn i gang telefonen ringer for jeg hålo. For hver time som går jeg ikke.

Møt redningsmannen på neste side

KARL KRISTIAN (KALLE) ERIKSEN jumps into the sea by the helicopter deck as the rig capsizes. He gets caught in the net on the helicopter deck and is dragged far under before he frees himself. It is cold, especially around his neck, but his warm pants and T-shirt help somewhat. He curls up to retain warmth and swims to a compressor hose, where he crosses his arms under the rope to be found if he freezes to death.

Another person surfaces, and they both hold onto the hose. While floating, they see a man in white underwear being hoisted in a basket from the crane on Edda, but he falls into the sea just before the basket is lifted onto the deck. Several try to get into the basket on Edda without success.

Later, the supply ship Normand Engineer arrives. They throw out a lifeline with a ring. Kalle swims over, puts the ring over himself, and is hoisted up with seawater washing over the deck. The crew gets him into the cabin at the front.

The man who was drifting in the sea with Kalle could not be brought aboard, but in the bridge, Kalle meets the man in white underwear he had seen fall from the personnel basket on Edda. He had been picked up before they rescued Kalle.

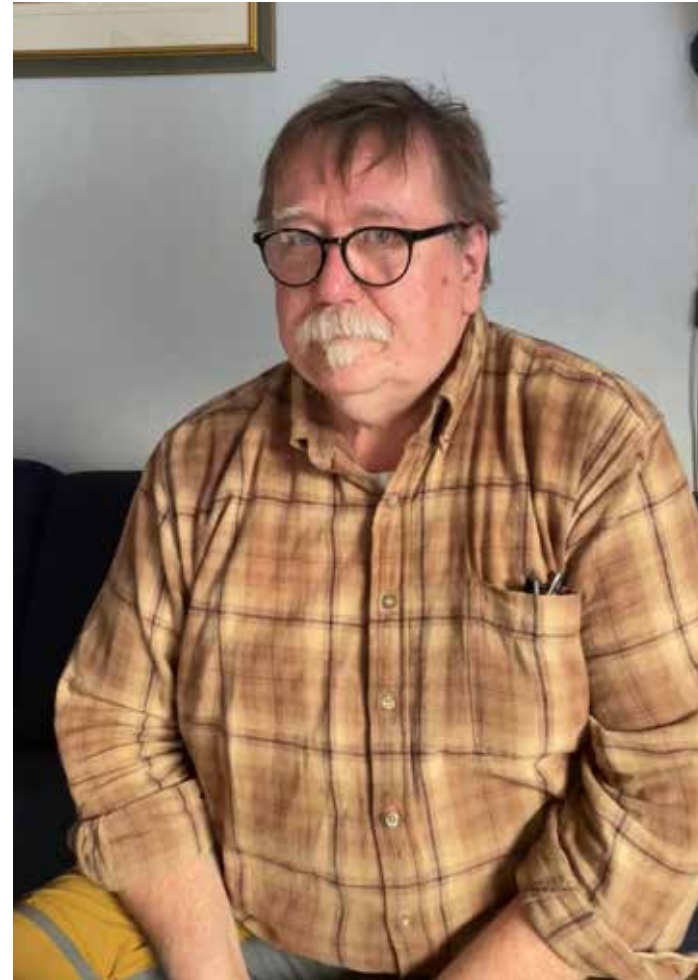


Photo: Else M. Tungland / Norwegian Petroleum Museum
Karl Kristian (Kalle) Eriksen.



Photo: D Stroud / ConocoPhillips / Norwegian Petroleum Museum
Alexander Kielland in the sunset near Eldfisk.

SVEIN INGE JENSEN is in his cabin on the third floor when the accident occurs. He is thrown into the hallway and continues from there to the emergency exit. He makes his way to Lifeboat 7.

The lifeboat is crushed against the rig and then remains destroyed with the keel up. Svein Inge gets out and lies on the keel with many others. He is washed off several times but manages to climb back on. Eventually, he is rescued aboard Normand Engineer by jumping into the net along the ship's side.



Photo: Svein Inge Jensen, private



Photo: Husmo Photo / ConocoPhillips / Norwegian Petroleum Museum

5 RESCUED BY SAFE TRUCK

Journal entry from the deck log of Trygve Møkster, captain of the vessel Safe Truck:

"Thursday, March 27, at 06:35 pm. Wind OSO 9-10, sea 8, bar. 990. Temperature +5 degrees C. Picked up mayday from Kielland. Changed course to assist. Immediately after picking up the mayday signal, all crew members were called out to keep lookout. Prepared rescue guns, life buoys with lines, and hung out ladders."



Photo: Unknown
Trygve Møkster.



Photo: Lerbrekk, private
Oddbjørn Lerbrekk.

ODDBJØRN LERBREKK is in the small cinema room when the accident happens. He runs into the hallway, down to the lower deck, but does not dare to board a lifeboat.

He heads towards the highest point and out onto the pontoon, going with the rig as it capsizes.

He is pulled under but resurfaces thanks to his life jacket. At first, he sees nothing, but then he spots a small pickup boat with three men on board. The boat is filled with water. Oddbjørn is pulled on board. After a while, they spot a life raft, which all four manage to board.

"In the liferaft was a man in only his underwear. It was Oskar J. Olsen from Åkra. We found some garbage bags which we put on to keep out the wind. The blue color on the inside of the bags stayed on my skin for many weeks afterward."

(Lerbrekk in Alexander L. Kielland Memory Bank)

Lindesnes

1960
Kontingentslag, seierne skilte de to. Skilte dem
vakkert, og det var

Lindesnes 125

Andag 31. mars 1960

Frisinneth folkelid for Vest-Agder

Nr 77 - 92. Angang

Bjørn Olsen fra Vigeland overlevde.

— Vi hadde nok med å holde oss på beina

Ikke tid til å hente redningsutstyr

— Ingen hadde forvært seg at katastrofen med Alexander Kielland kunne skje. All sammen gikk så fort og vi hadde ikke tid eller mulighet til å ta på oss overlevingsdraktene. Disse draktene kjemper så godt så snart man får andedning til å ta dem på seg. Vi hadde etter at det var beint på plassene i rask, nok med å holde oss oppreist. Det er Bjørn Olsson (36) fra Vigeland som står til høyre i Lindesnes. Han er en av de 20 overlevende etter plattformstykket i Nordfrosen.

— Den verste i øyeblikks øyeblikks historik. Olsson arbeidet som maskinoperatør for Støvsenger-Treneret i Svan Pøls. Han snakker hele tiden rolig om tragedien og skal om få dager ut på arbeid i Nordfrosen igjen. Bjørn Olsson er sikkerhetsleder for oljeplattformen i Nordfrosen og er glad at han føler seg trygg der ute. — Vi fikk oss trygg på Alexander Kielland, sier han.

ime nærkjøp
PÅ TILBUD
Mandag, tirsdag og onsdag
Åpent til kl. 16.30
PASKEAFTEN
ÅPENT FRA
kl. 9.00 til kl. 12.00



Vi fikk oss trygg på Alexander Kielland, sier Bjørn Olsson.

4 nordmenn blant de reddede

4 av de 20 som reddes etter katastrofen ble tatt opp av den norske fregat i Nordfrosen. De er: Ole, Carl, og de to andre som er i Nordfrosen og som er i Nordfrosen og som er i Nordfrosen.

H.M. Kong Olav: Sympati og dyp medfølelse overfor de etterlatte

Ole (NTN) fra Vigeland var en av de som reddes etter katastrofen. Han var i Nordfrosen og som er i Nordfrosen og som er i Nordfrosen.

Ole (NTN) fra Vigeland var en av de som reddes etter katastrofen. Han var i Nordfrosen og som er i Nordfrosen og som er i Nordfrosen.



Bjørn Olsson er sikkerhetsleder for Alexander Kielland på Vigeland.

— Når jeg er i Nordfrosen er jeg trygg. Det er det som er viktig. Det er det som er viktig. Det er det som er viktig.

BJØRN HERMANN OLSEN was originally supposed to stay on the rig Treasure Supporter, but was dropped off on Kielland due to bad weather.

He is in the large cinema room when the rig tilts. He is thrown against the wall, narrowly avoiding heavy objects sliding across. Climbing the stairs is challenging, as a washing machine from the laundry room outside the cinema has toppled, covering the floor with soap. People help each other up the stairs.

He heads to the highest point (B-column), but sees the rig sinking steadily. He decides to jump overboard before the rig fully capsizes. He boards a pickup boat lying between ALK and the Edda platform before he makes it over to a life raft.

CARL VICTOR GRETSCHHEL is eating in the mess hall when the accident occurs. He feels two powerful waves hitting under the rig. On his way out, he finds a survival suit and puts it on.

On deck, he clings to the netting on the helicopter deck as the rig tilts more and more. He finally lets go into the sea and swims away from the rig until he spots an inflated raft.

He swims to the raft but does not have enough strength to climb in alone. He loops the raft's ropes over his arms and floats there for a while until he is contacted by the supply ship Safe Truck. They throw out a lifebuoy, which he pulls over his head, and they pull him to the ship's side and the ladder at 7:10 pm. The crew gets him on deck.



Photo: Husmo Photo / ConocoPhillips / Norwegian Petroleum Museum
Ekofisk in rough weather, 1984.



Photo: Else M. Tungland / Norwegian Petroleum Museum

Oskar continued working in the North Sea after the accident. He resigned three times but kept returning to offshore work until 2006, when he suffered a heart attack on the job. After that, he stopped working offshore.

OSKAR JOHAN OLSEN is in the drilling mud room and exits through a hatch to the deck when the rig tilts.

He boards Lifeboat 3, which is crushed as they attempt to lower it. He escapes from the crushed boat, cold and freezing.

His pants are pulled off when he jumps into the sea, leaving him floating in only his boxers and a jacket. Oskar eventually manages to board a raft thrown from Edda. He is alone on the raft for a while until a pickup boat with others arrives and they board the raft together. There are then six men on the raft, which is eventually found by Safe Truck.



Photo: Courtesy of Skeime
The Ministry of Trade and Shipping
awarded a plaque for heroism at sea to
Safe Truck, I/S Larsen & Hagen, Sandnes.



Photo: Unknown / Norwegian Petroleum Museum
Edda at night.

ÅGE LUND is in his cabin on the third floor when the accident occurs. He exits through the window and heads to the rig's highest point.

He boards a lifeboat but feels uncertain and exits again.

He is outside the lifeboat as the rig fully tips over. Åge is pulled under but is wearing a life jacket and quickly resurfaces. He finds a pickup boat filled with water, but boards it anyway.

More people board the boat. A life raft drifts by, and several men board it. There are then three remaining in the boat.

Nordsjø-katastrofe - 120 savnet

FRIDAY MARCH 28 1980
Daily Record
SCOTLAND'S BIGGEST DAILY SALE

STAY ONE JUMP AHEAD WITH THE RECORD
Grand National Glamour
TURN TO PAGE 3
Grand National Fashion
IN COLOUR... CENTRE PAGES

120 DEAD IN RIG HORROR

TOMORROW YOUR 4-PAGE GRAND NATIONAL PULL-OUT GUIDE

RESCUE ARMY LOSE RACE

Boretårnet var livsfarlig
Regjeringa kappløper fra ansvaret

Nordsjøens Kings Bay

KLASSEKAMPEN

139 fryktes

ET LAND

MEST LEST!

EVENING Times
SCOTLAND'S GREATEST EVENING PAPER

23 DEAD AFTER RIG

FINAL NEWS

LEIE BI

Arbeiderblad

YC BØRREHANDEL
YNGVAR CHRISTENSEN A/S
HAMAR - ELVERUM

...sørge og venter på svar:
123?

Vang-firma fra-stjålet regninger for

Daily Mail
SATURDAY, MARCH 29 1980

First survivors fly back home

GRAND NATIONAL SPECIAL

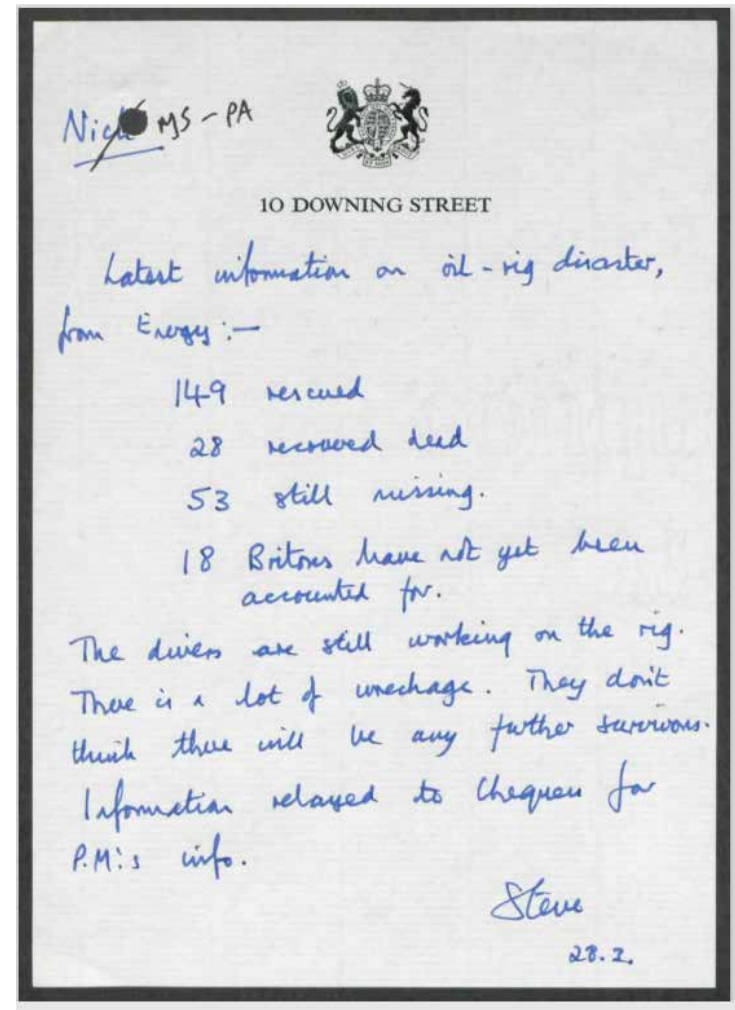
Gold Cup

KATASTROFEN I NORD
LØRDAGS



Norwegian Petroleum Museum's collection of artifacts that were sent out during the event was not always accurate.

Survival suit from Kielland.



Source: Margaret Thatcher Foundation

The rescue operation was chaotic, and the information sent out during the event was not always accurate. A life raft was observed drifting near the debris field.



Photo: Skeime, private
Alf Magne Skeime.

Although the crew of Safe Truck made a heroic effort during the disaster, the joy of those rescued was tempered by the grief over those who were lost to the waves. Alf Magne Skeime, a ship mechanic on Safe Truck, put it this way:

"The wind was strong, over 40 knots. Four climbed up. The fifth we lost. He was the one holding the raft to the side of the ship so the others could climb the ladder. He was only in underwear and a white T-shirt. When he let go of the rope to climb up the ladder himself, the raft drifted away from the boat. The sea was rough. He jumped to swim over to us. Leif Ødegård climbed down the ladder to help him, but he was gone.

There was a strong gale, rough seas, clouds, and no moon. No one knew where anything was drifting. I couldn't stop thinking about the one we lost. I kept thinking about what I could have done to save him from falling into the sea. That we couldn't save everyone from the raft made a deep impression. This has burned into my memory."

(Skeime in Alexander L. Kielland Memory Bank)



SÅRT SAKNA: Magnar Sæbø (1950-1980) etterlet seg kone og to barn, og eit lokalsamfunn som enno saknar den blide friskusen.



FOTO: PRIVAT

30 år gamle Magnar Sæbø brukte sine siste krefter på å berga fire liv

Ein ukjent helt

Ein redningsvest med namn på vitnar om ein redningsdåd som var løyrd i 40 år.

INGVILD SJO
ingvild.sjo@kvinneringen.no

KVINNERAD: Etter «Kielland»-ulukka hende 27. mars 1980, og dei katastrofale følgene var ein realitet, var det som eit jernteppe seinka seg over det som hende. Den største industrikatastrofen i norsk historie vart noko ein ikkje snakka om. Livet skulle gå vidare, og dei 123 omkomne hadde fått sitt minnemerke.

På Halsnøy bar familie og venner sorga stille etter tapet av ein ualminneleg triveleg kar. Det gjer dei enno.

Magnar Sæbø var ein sjarmende gjedesspreiar som fekk folk til å le full av humor og ablegøyer.

Korleis kunne det stila så brått?

Først då historikar Marie Smith-Solbakken gjekk i gang med sitt omfattande arbeid, byrja puslespelbitane i det store kaoset i «Kielland»-katastrofen å koma på plass. Ein av dei siste bitane var Magnar Sæbø frå Halsnøy sin skjebne.

Kom seg ut av livbåten

Magnar Sæbø jobba for Teknisk Isolering og tok turnusar når det passa. Han hadde ikkje sikkerheitskurs. Før klokka 18:00 hadde han gått over landgangen frå «Edda» og over til «Alexander L. Kielland» som fungerte som florell.

Då plattformen krega hadde han gått om bord i ein livbåt, den same som Malvin Hauge og Svein Inge Jensen, begge frå Heylandbygd. Men Malvin såg ikkje meir til Magnar etter at livbåten blei slått sund mot «Kielland», velta og vart lig-gjande opp ned, full av sjø.

Magnar Sæbø var ein god symjar og kom seg ut av den fella, men augnevitne fortel at han ikkje hadde livbelte på seg etter dette.

Denne informasjonen om det som hende er å finna i «Minnebank Alexander L. Kielland-ulykkjen» som ebok hos Universitetet i Stavanger.

Magnar Sæbø klarte å koma seg oppi ein av flåtane som vart kasta ned frå «Edda». Dette fortel Oddbjørn Lerbrekke frå Jæren om i minnebanken. Lerbrekke hadde klattar ned B-leggen og låg i sjøen då ein knust robåt med ein mann om bord kom drivande. Det var Oscar Johan Olsen frå Åkra på Karmøy. Lerbrekke fekk velta seg om bord i denne. Dei to kleide på seg nokre bossekklar som låg om bord for å halda vinden ute i kulden.

Litt etterpå kom ein flåte som var kasta ut frå «Edda» flytande og kolliderte med dei. I denne var det tre personar, og den eine av dei var Magnar Sæbø. Dei andre to var Åge Lund og Bjørn Hermann Olsen. Dei tre kom seg oppi den sunde båten, og så var dei fem som sat om bord medan mørket kom. Bølgjene var kring åtte meter, og vinden hadde storm i kasta.

Lerbrekke fortel om ein surre-

alistisk og absurd situasjon om bord i denne båten. Ingen av dei kjende redsle, og fraus gjorde dei ikkje, sjølv om kroppstemperaturen var kring 30 grader.

Då supplybåten «Safe Truck» sine lyskastarar oppdaga dei, vinka dei båten vekk. Dei hadde det jo varmt og godt. Den som likevel tok tak i lina som vart kasta mot dei, og klarte å halda denne fast slik at dei kom innåt, det var Magnar Sæbø.

Heldt båten inntil

Johannes Norland (76) frå Jørpeland var førstemaskinist om bord i «Safe Truck». Han kan ikkje halda tårene tilbake når han fortel om Magnar.

– Han var med og berga alle dei andre. Han gjorde ein god jobb, og det var ikkje lett heller i dei høge bølgiene. Han var absolutt ein helt, seier Norland til Kvinneringen.

Mannskapet på supplybåten fortel at det var 3-4 meter ned til sjøen. Dei i båten måtte klattar opp ein losleider ein og ein, før dei vart dregne om bord.

Magnar Sæbø brukte dei siste kreftene sine på å halda fast medan dei andre kraup opp losleideren og blei berga. Då det var hans tur, var kreftene slutt. Ein av dei om bord fortel i minnebanken at han såg korleis kulden hadde gjort han apatisk.

– Han sleppte taket i båten, slik at han drev frå oss. Me hadde ikkje sjanse til å få han opp, seier Norland.

Magnar kasta seg i sjøen for å symja mot konga, men det gjekk ikkje. Dei såg at han forsvann i

sjøen. Slik vart Magnar Sæbø ein av dei 30 som aldri vart funne og fekk så grav i havet.

Om bord på «Safe Truck» brente synet av den unge mannen sitt siste minutt seg inn i minnet til fleire av mannskapet.

– Eg får tåer når eg tenkjer på det. Det har følgt med meg, seier Johannes Norland som var 34 år då det hende.

Det same fortel andre i mannskapet om i minnebanken etter «Alexander L. Kielland»-havariet. Då Kvinneringen ringjer Alf Skeime frå Snartemo og fortel om namna på livvesten, hugsar han lite om dei som overlevde.

– Det som brende seg fast i minnet, det var han Sæbø som me mista, seier Snartemo.

I 2020 møtte Alf Skeime dotter til Magnar, Linda Sæbø. Han var matros under hendings. I eit intervju i Vårt Land 12. fe-

bruar i år kjem det som hende med Magnar og korleis familien hadde det, fram i lyset.

Skeime fortel der korleis det hadde plaga han i alle år at dei ikkje fekk opp Magnar, og han grubla på kva han kunne ha gjort annleis. Linda Sæbø arbeider i Equinor og har vore oppteken med tryggleik i arbeidet sitt. Ho opplyser til Kvinneringen at familien framleis er sterkt prega av det som hende, og av at alt kjem opp att no i media. Dei ønskjer ikkje å kommentera ytterlegare.

Etter katastrofen skreiv Johannes Norland ned namna på dei fire som vart berga av «Safe Truck». Han skreiv dei ned på ein redningsvest som han tok vare på som eit minne. I dag er det sonen hans, Johnny Norland som har denne.

Saka er henta frå Kvinneringen

MARKISER - SCREENS - INTERIÖRGÄRDINER - GARASJEPORTER

VINTERSALG!
-30%
Solskjerming rimeligst NÅ!

7 DAGER I ØJEN!
TIL 06.03.

GRATIS BEFARING
911 50 200
fasadeprodukter.no

Fasade
PRODUKTER



Photo: Wilhelmsen Offshore Services
Tender Power.

2 RESCUED BY TENDER POWER

Enorm livsvilje

• Jeg har nesten ikke tro at du lever, gutten min! 23-årige Otto Grinde fra Haugesund fikk den store gjudekstraksjonen da han fikk besøk av sin mor Birta Grinde på Rogaland Sentralsykehus i Stavanger.

— Og det er utrolig at Otto er i live i dag. Sterkt forslitt og i tynne klær drev han omkring i det stormplagede havet i tre kvartier før han ble plukket opp. Legene som har behandlet ham sier at man kan takke sin gode fysiske form og en enorm iverstige for at han klarer seg.

Egentlig skulle han ikke ha vært om bord på «Alexander L. Kjølland». Otto Grinde arbeider for Haugesund Mekaniske Verksted, og var avløser for en kamerat som var blitt sykdomslidende.

— Jeg kom ut fra toanstat da plattformen begynte å krenge. Lyret gikk sønderlig, det ble bølsvaet i gangen. Det var et ardeverende levee av mennesker som skrek, løstet og kasser som dundret omkring.

Sammen med en annen forsøkte jeg å få opp dera til rommet hvor overlevelsesdraktene ble oppbevart. Men den var i bekne, vi ble nedtill i gjopp.

— En annen satte seg meg hvor livbelte var, og det reddet meg. Men dessverre var han selv en av dem som ble igjen der ute! Han forteller dette til moren.

— Helmen på plattformen ble større. Otto Grinde var oppe på dekk da den begynte å lippe rundt. — Det var en åpning mellom bormann og et av skuttere. Jeg falt ned der, og ble truffet av bormann da jeg lå i sjøen. Den første meg under. Da trøtde jeg at jeg skulle dø.

Da han brøt overflaten igjen, kom han opp til et nytt nivå. Døde kamerater drev i sjøen, en av dem som forfalt var i live var i sjøkk og å og sang mot stormen!

Otto Grinde greide å svømme bort til en livbåt som drev opp ned. Der klamret han seg fast til propellen sammen med en annen på kjølen så ytingerene øyv — Alle mann og kjorte seg fasa.

Der ble de oppdaget av supplybåten «Tender Power». Otto Grinde begynte å svømme mot den. — Det siste jeg husker er at jeg fikk tak i en tauletter. Da ble alt svart.

Siden har de fortalt meg at en av barmen på supplybåten gikk i sjøen og tok meg opp.

Men dette såcadede sagt Birta Grinde hjemme i Haugesund og fulgte drammet fura hjemmestasjonen. — Men til slutt grovde jeg ikke å se mer, jeg var nærmest lammet av rodet over hva som hadde skjedd.

Likevel var jo jeg blant de heldige. Jeg fikk beskjed om at Otto var herpet allerede ved tidtiden om kvelden. Og jeg er så ufattelig takknemig over at vi fikk være blant de heldige. Jeg hadde mine bunge tvil da jeg forsto omfanget av det som hadde skjedd.

TEKST: FINAR CHR. ERLINGSEN
FOTO: ODDBJØRN MONSEN



Facsimile: Vi Menn 1980.

OTTO GRINDE is in a corridor inside the living quarters when the rig tilts. He first tries to reach the highest point but changes his mind and moves downward to reach a lifeboat. He ends up in the sea as the rig tilts, gets hit in the stomach by a hoist boom, and is pulled underwater, but eventually manages to reach the surface.

Grinde first grabs a barrel and then a wooden pallet to float on. He eventually climbs onto an overturned rescue boat with 7-8 others.

After a while, he sees a supply boat not far away. He swims towards it but must have hit his head on the boat, as he loses consciousness and remembers nothing more until he wakes up in a bed on MS Tender Power.

From MS Tender Power, the crew observes Grinde floating among the debris. They throw a lifeline to him, but he is too exhausted to grab it. Chief Officer Sven Erik Pedersen ties a line around himself, dives in, and swims over to him.

He and the crew then manage to get Grinde aboard MS Tender Power. Otto Grinde stops breathing, but after the chief officer gives him artificial respiration, he begins breathing again.

Shortly afterward, the crew of Tender Power spots another man floating on a wooden pallet.



Photo: Grinde, private
Otto Grinde.



Source: NRK
Ola Gaustad.



Photo: Ellen Kongsnes
Ola Gaustad with his wife.

OLA GAUSTAD is in his cabin playing cards with six others when the rig accident occurs. He puts on a life suit and exits through the emergency door. He then climbs up the rig to reach a lifeboat. When he boards, he fears that the lifeboat will smash against the platform, so he climbs onto the roof of the lifeboat and jumps into the water. When he turns around, the rig has capsized and disappeared. In the chaos, he swims towards a rope ladder on the Edda platform, but the storm makes it impossible to reach it. Several attempts to board boats and rafts fail.

After an hour in the sea, he is rescued by the Wilhelmsen boat Tender Power, after holding onto a wooden pallet.



Photo: Eidesvik & Co., Bømlo
Viking Girl.

1 RESCUED BY VIKING GIRL

RAYMOND JOHN BEECHER is in one of the cinema rooms when the rig tilts. He has trouble getting out the door and moves into the laundry room. The door there is also blocked. Finally, he manages to exit through a loading hatch and reaches the deck just as the rig flips over. In the sea, he finds debris and stays afloat on top of a cable.

Raymond John Beecher was the last survivor to be rescued. He was picked up by MS Viking Girl after surviving nearly three hours in the cold sea, thanks to his survival suit and his experience as a sport diver.

The Ministry of Trade and Shipping awarded a plaque for heroism at sea to the supply ship Viking Girl from K/S A/S Eidesvik & Co., Bømlo.

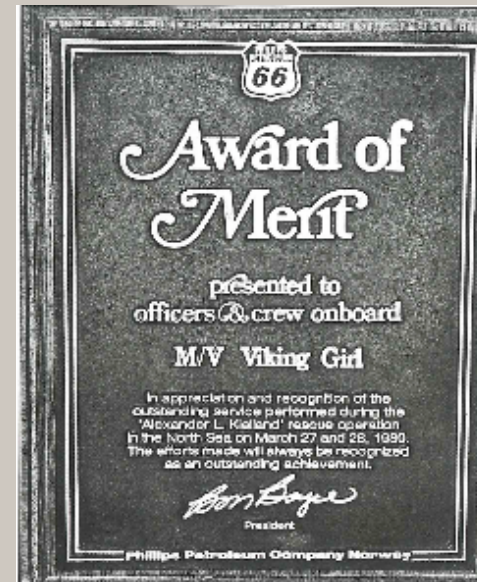


Photo of the plaque from Phillips Petroleum from Kristian Bredesen's book "Exciting Challenges" (1999).

In March 1983, the government decided to award the Medal for Noble Deeds to Sven Erik Pedersen, chief officer on Tender Power from Wilhelmsen Offshore Services in Oslo, for his heroic efforts during the Alexander L. Kielland accident.

IMPASSING STORIES OF COURAGE AND ENDURANCE

from previous page

on board the Edda swung his and using a giant basket used from supply boats he began dropping the basket into the up exhausted men. felt the waves pounding the there wasn't long to go. He moth waves 75 feet below but

into the water oblivious to ed.

thought I was going to die. I d as I plunged into the water oing to drown.

surface only to see the Kielland me and I thought 'That's it.'" heavy struck Ted and he felt ed down deep into the water.

found himself thinking clearly f his situation.

eyes and began to look around. ould see a patch of light shin- om of the water and began to ds the light.

while, climbing up through the tched as

ed the in and survival

ler

chance was an in the roaring and found as the

was in a rains,

free



Three of the helicopter crew pictured on arrival back at base. From the left — pilot, Flight Lieutenant Bob Neville and Flight Sergeants Mike Yarwood and John Moody.

Several times he was smashed against the side of the dinghy. Often, just when the men were in reach, the seas would snatch them away.

Finally Sergeant Yarwood made a dramatic decision. He knew that there was only one way to reach the men. He unclipped himself from his harness and dropped into the sea linked only to the helicopter rescue harness by a thin nylon line. In huge seas he struck out for the dinghy and climbed inside.

Once in the dinghy he pulled in his rescue harness, fitted it over the men, one by one, and had them hauled to safety. Finally, when the last man had disappeared inside the helicopter he pulled on the harness and was lifted himself.

After dropping the men at a rig some miles away the crew returned to the search.

HELICOPTER HERO MADE

DARING RESCUES IN

RAGING SEA

Medal award

Spotting a lifeboat, Yarwood again went down but the men inside were in good condition and in no immediate danger.

The rescue men noted their position and carried on till midnight, tracking down men in liferafts and boats, marking their position for nearby rescue ships.

The crew from RAF Boulmer were later credited with saving 36 lives.

Mike Yarwood was later

hands locked with cold, had grabbed hold of the net and were hauled on board.

It had taken only 15 minutes for the Kielland to go into a death dive.

9 RESCUED BY BRITISH HELICOPTER

At 9:55 p.m., nine men on a life raft are picked up by a British helicopter. This particular raft was thrown into the sea from the neighboring platform, Edda

When the helicopter arrives at the disaster area at 8:40 pm. Norwegian time, the weather conditions are extremely challenging, with very poor visibility and strong winds.

When they spot the sinking liferaft, rescue worker Charles Michael Yarwood is lowered down. He swims to the raft and rescues everyone on board in an operation that takes 90 minutes. All those rescued are then dropped off at the Ekofisk hotel platform, and the helicopter continues the search for more survivors.

Royal Navy helicopters also participate in the search but are unable to find anyone alive. They search through debris and retrieve the deceased.

Facsimiles: Mike Yarwood: Sunday Mirror 30.03.1980.



**EKOFISK
OIL RIG
DISASTER**

NO LIFE

**Wife gets
call to
say her
husband
is safe**



TONY SYLVESTER
... sea snatch



HELLO, DARLING ... Mrs Sylvester speaks to her husband.

TWO words
deep se
wrote a tragi
to the world's
rig disaster :

Those wor
rescue men
they dreaded
none of the v
the capsized
hotel " Ale:
Kielland had
inside.

And as darkn
night on Norw
Field the death
to 38, with 99
There was no h
would be found

Rescue. opera
grim-faced and i
team of divers
stricken vessel.

It was Europe
peace-time resc
and included 47
helicopters.

From the air
Kielland looked
discarded Lego
jutting out of th

Divers plunged
feet under the
tapped the legs
with metal hams

But there w
from inside.
back in repl
perate bid to
still life abou

MY DESPERATE FIGHT TO STAY ALIVE

SURVIVOR Tony platform tilted to 45 of 10 Park View, and I stayed up waiting
Sylvester says

TONY SYLVESTER is in the large cinema room, gets out through the hallway, past the laundry room, and onto the deck. He jumps into the water from the highest point, manages to flip a raft, and climbs into it.

LEIF JØRGEN MYKLAND is in his cabin on the third floor, goes through the hallway, out to the emergency stairs, and down to Lifeboat 4. He watches as the lifeboat is crushed against the rig, climbs over the roof, and down the wall on the other side toward the B-column of the flotel. He jumps into the water and swims over to a liferaft from Edda, which first needs to be turned over.

KÅRE INGOLF EIDE is in the mess hall, exits through the emergency exit to Lifeboats 1 and 2, and ends up jumping into the sea. He swims over to the liferaft and climbs into it.

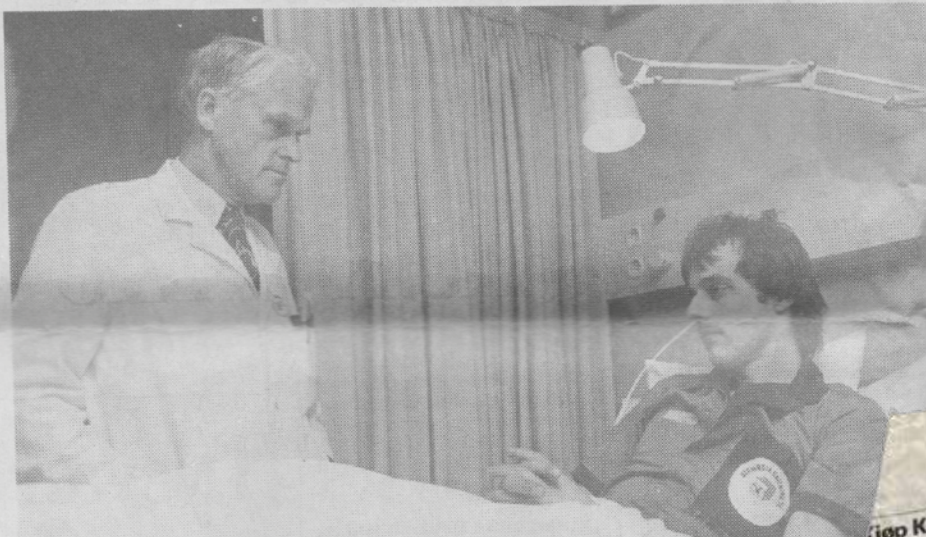
JAHN OTTO JAHNSEN is in the small cinema room, runs into the hallway, through the radio room, and out onto the helicopter deck. He sees Lifeboat 4 being crushed and himself ends up in the water when the rig capsizes. He swims around to a damaged pickup boat, then spots the raft and swims there. They total nine people on the raft who are picked up by a British rescue helicopter after three hours. The rescuer is Mike Yarwood.



BBC produced a report. Yarwood was awarded both the British "Air Force Medal" and the Norwegian Medal for Noble Deeds for his bravery and skill under dangerous conditions. The pilot, Flight Lieutenant Robert Edwin Neville, received the Air Force Cross for his outstanding piloting and leadership. Other crew members were also recognized for their efforts.

- Vi trodde at håpet var ute

Berget etter tre timer i gummibåt som tok inn vann



Gunnar Øvrebo fra Haugesund er innlagt på Rogaland sjukehus. Her er han i samtale med Leik Woie.

- Jeg trodde det var slutten. Bølgende skyllet over meg og jeg kavet hjelpeløst rundt i den kalde sjøen, forteller 26 år gamle Gunnar Øvrebo fra Haugesund til Aftenbladet.

Nå kan han endelig slappe av, ligger på medisinsk avdeling på Rogaland Sjukehus til observasjon. Han føler seg bra og er i god form, selv om han for bare noen få timer hadde et lengre opphold i sjøen og på en kald gummibåt.

- Jeg var heldig. Det kom en lett båt forbi og jeg kom meg om bord. Da hadde jeg bare ligget vel fem minutter i vannet. Lettbåten var imidlertid åpen, ødelagt og full av vann, sier Øvrebo, som etter en stund maktet å ta seg over til en gummibåt.

I gummibåten var det om lag til mennesker. De fleste var uskadede, og Øvrebo medgir at det var først da han begynte å tro at

De 10 om bord måtte derfor kjempe hardt mot bølgen. Sjøen fosses inn i båten og de måtte holde preseningen fast med hendene. Vannet auste de ut med skorne.

- Det virket som et eller annet holdt båten fast, men plutselig løsnest den. Vi drev av gårde i stor fart og etter tre timer ble vi oppdaget av et engelsk redningshelikopter. Karene i helikopteret gjorde en fantastisk jobb og spesielt når vi tar været i betraktning. De fikk på et øyeblikk heist oss alle opp, og det gikk utrolig godt, forteller Øvrebo.

Det har ennå ikke gått opp for ham hva som hendte der ute i Nordsjøen. Han tror oppdagelsen først vil komme seinere.

Øvrebo satt i kinosalen da ulykken skjedde. Han hadde spist middag og hadde bare vært fem minutter i kinosalen, da han

rebo satt fremst i salen ut mot livbåtene. Det møtte ham, var en plutselig stander som i full fart stedet han sprang. Han til side og reddet seg.

Øvrebo så ingen ennå fire seg ned på den ene side av plattformen. Han trodde ikke det var løse livbåtene. Han sett at en av båtene bølget. Plutselig bølge ham av wiren han hjelpeløs i sjøen.

- Det var fullstopp om bord i plattformen sprang redde til hver side.

løse ting suste mot oss. Det ble var forferdelig. Både alarmer og lyset gikk. Det var svært fint å møte igjen noen kjente på Ekofisk hotellet, sier Gunnar Øvrebo, som er gift, og har to barn på henholdsvis tre og to år hjemme i Haugesund. Han har

Vestfold Fremtid

Nr. 76 - Lørdag 29. mars 1980



- for deg mellom 18 og 30!

Velkommen hjem - Bjørn Einar

AV JAN BRØMS

Bjørn Einar Hansen (26) fra Sandefjord overlevde katastrofen i Nordsjøen. I går kveld litt over klokka 21 landet han på Torp hvor han ble møtt av Usni Rødde og svigerfar Thomas Røder.

Usni satt og så på Dagvevren. Med ett kom sjokkbildene fra Nordsjøen, og han forsto godt at Bjørn Einar var i stor fare. Klokka 23.30 kom den gladelige beskjeden til familien hjemme i Sandefjord. - Bjørn har nå et godt forhold til observasjon på sykkelstasjon i Stavanger. I morges satt altså tusenvis av familier rundt om i Norge ventet på en eller annen besked fra Nordsjøen.

Bjørn Einar Hansen arbeidet firmaet Vestfold Contracting som driver med etterryk av forskjellige utstyr. Firmaet har også mann ombord på skipet Kjeiland. To er i tillegg mens de tre andre er i Stavanger og fra Åsland, Vælerland og Askar.



Per Johan Pøet som er økonomisjef i Vestfold Contracting forteller at firmaet har cirka 30 mann stasjonert i Nordsjøen. Så sent som onsdag gikk det folk av et skiff og nye kom ombord. Han forteller at del på hver eneste rigge er en «timekeeper» som fører nøkta register over mannskapet som kommer og går. Det ble ikke sendt noen telex til land fra Aleksander Kjeiland, og registret ombord var det ingen som fikk redde.

I en meget sur vind og i dårlig sikt kom flyet til Torp fra Kjevik. Flyet måtte ha to forsøk for det klarte å lande.

- Velkommen hjem, Bjørn Einar, og svigerfar, som her er i går.

Sandefjords Blad

LØRDAG 29. MARS 1980

VERKTØY
TIL HOBBY - HÅNVERK - INDUSTRI
G.A. BØE
STORGATEN 11

NR. 76. 86. ÅRGANG. SANDEFJORDS TIDENDE 119. ÅRGANG.

Sandefjords-mann ble meldt savnet, men reddet likevel: -Jeg stupte ut i ni meters bølger

Dagen og timen er nå og fortvilelsen, bølge og livbåtene, var gjenntatt i det sekund de knusset og til kvartretten foran flyvingene mens presenningene angrep. Det var Bjørn Einar Hansen (26) fra Sandefjord som vendte tilbake til livet, til kone og to små barn, etter en mirakuløs redning da helikopteret fra Aleksander L. Kjeilands konstruerte i Nordsjøen i arkane lørdag kveld.

Jeg stupte fra plattformen ut i ni meters høye bølger, og var forferdelig. Både alarmer og lyset gikk. Det var svært fint å møte igjen noen kjente på Ekofisk hotellet, sier Gunnar Øvrebo, som er gift, og har to barn på henholdsvis tre og to år hjemme i Haugesund. Han har



GUNNAR ØVREBØ is in the large cinema room and makes his way to the lifeboat deck by the B-column. He falls into the sea when the rig flips over but climbs with others onto a rubber raft from Edda. He is picked up by a British helicopter after about three hours.



Photo: Unknown
Gunnar Øvrebø.

BJØRN EINAR HANSEN is in the mess hall, exits onto the deck, and continues to the highest point. He jumps into the water from the column, swims to a damaged pickup boat, and later moves to the raft from Edda.



Photo: Hansen, private
Bjørn Einar Hansen.



REDDINGSTJENESTE

Photo: Unknown / Jærmuseet Seaking.

KÅRE ARVID SVENDSBØE is in his cabin, goes into the hallway and through an emergency door onto the deck. He finds a life jacket, falls into the sea before he can reach the lifeboat, and helps flip over the rubber raft from Edda.

ALF MAGNE SØDERLUND is in the small cinema room when the accident occurs. He heads to the mess hall and then to the lifeboat deck under the helicopter deck. He continues to the highest point and climbs into the rubber raft thrown from Edda. The raft is located by two supply boats participating in the search. Those in the raft are hoisted up by a British rescue helicopter.

JAN HENRIK JOHANSEN was not interviewed after the accident, but he is likely one of those rescued by the British rescue helicopter.



Photo: Else M. Tungland / Norwegian Petroleum Museum
Kåre Arvid Svendsbøe with his wife.



Photo: Søderlund, private
Magne Søderlund with his wife, circa 1980.



Photo: Husmo Photo / ConocoPhillips / Norwegian Petroleum Museum
Normand Skipper in storm, Ekofisk field.

2 RESCUED FROM RAFT BY NORMAND SKIPPER

SVEIN HERMANN VIK is sitting in the front row of the cinema room when a powerful wave causes the rig to shake and tilt. He turns to his seatmate and comments:

"That one hit hard."

The alarm sounds, and the lights go out. Svein exits through the door behind the film screen and enters a room used for table tennis and workouts. A temporary wall swings inward, and tools and equipment fly across the room. He returns to the cinema room but is hit in the back by something and thrown against the wall, breaking his nose and sinuses. Outside the cinema, people throw chairs and other items into the hallway to clear a path.

Svein climbs up to the deck using a ladder and heads for Lifeboat 7. After much effort, they lower the boat with seven people on board. The boat capsizes in the water, and Svein, who was strapped into his seat, climbs onto the overturned boat with others.

He spots the basket lowered from the Edda platform and grabs it but falls into the sea after being lifted a couple of meters. He then drifts in his life jacket past the Edda platform, where he sees rubber rafts, ropes, and ladders, but they hang too high to reach. He grabs a plank drifting in the sea and clings to it.

An uninflated black rubber raft drifts by with two men clinging to it. Together they flip the raft and locate the release cord. Svein pulls and tugs at it until his hands are so numb from the cold that he has to use his teeth. The raft slowly begins to inflate. He helps one of the other men (Ted) climb into the raft. When they try to help the next man, he is gone.

After a while, they are picked up by Normand Skipper.



Photo: Unknown / Norwegian Petroleum Museum



Facsimile: Cumberland News April 3, 1980.

EDVARD WILLIAM (TED) BROOKING is part of a group of seven staying on the floating rig Treasure Supporter. The night before the accident, they were supposed to return to the flotel by helicopter, but they had to land on Kielland due to dense fog. Ted is the only one from this group who survives the accident.

He is in the large cinema room when the rig tilts, and he sees some being hit by large, heavy pipes coming toward them. Everyone runs toward the door, which quickly becomes blocked. Ted manages to get out on deck through some hatches. On the deck, people are lined up, holding onto the railing. The lifeboats can't be lowered, and some are destroyed. He sees the basket from Edda being lowered and moves down, ending up in the sea as the rig flips over.

In the sea, he and two others cling to an unopened liferaft. Once the raft is opened, two of them get in first. When they try to rescue the third man, he is gone. After a while, they are spotted by the supply vessel Nordmand Skipper.



Photo: Husmo photo / ConocoPhillips / Norwegian Petroleum Museum
Normand Skipper in storm, Ekofisk field.

12 RESCUED BY LIFEBOAT 5 AND NORMAND SKIPPER

Lifeboat 5 is released when the rig capsizes and comes up with its keel in the air. To right the boat, everyone on board moves to one side while those clinging to the line around the boat help from the outside.

After the boat is righted, more people are pulled on board. They attempt to start the engine, but it fails. The lifeboat drifts in the sea until it is located by the supply vessel Nordmand Skipper from Solstad Shipping around 7:30 p.m.

"We heard there was supposed to be a lifeboat (Lifeboat 5) with 26 people on it that we hadn't found. We searched and searched and found it after a while."

(Didrik Stonghaugen, captain of Nordmand Skipper in Alexander L. Kielland Memory Bank)



Photo: Else M. Tungland / Norwegian Petroleum Museum
Didrik Stonghaugen.

Seks fra Telemark blant de 123 døde

Igår kveld var det på det rene at seks telemarkinger har mistet livet ved katastrofen som krevde 123 døds ofre i Nordsjøen. Det er Magne Birkeland (36) fra Treungen, Olav Sønderland (28) fra Drangedal, Jon Ivar Waale, (23) fra Notodden, Tor Øisang (33) fra Skien, Bjørn Winge (32) fra Skien og Karl Erik Østvedt (26) fra Skien. Magne Birkeland var gift og etterlater seg

hustru og tre barn. Familien hadde bodd i Treungen i noen år nå der man drev Klevstul pensjonat. Nå var Birkeland tilknyttet cateringtjenesten i Nordsjøen og han befant seg altså ombord på plattformen da katastrofen inntraff. Sønderland bodde på Bostrak. Han var sønn av Thoralf Sønderland og frue. Han arbeidet for Siemens. Olav Sønderland var ugift. Waale var også ugift. Han var født og

oppvokst på Notodden og arbeidet som isolatør for et Stavanger-firma. Øisang var Skiensmann og etterlater seg hustru og to barn. Familien bodde på Åfoss. Han var ansatt ved AC-Elektro.

Også Winge var ansatt ved AC-Elektro i Porsgrunn og var blant dem firmaet hadde i Nordsjø-tjeneste nå.



Anders Helliksen - trygt i hjemlige omgivelser

Kragerøgutt sov, ble vekket og reddet livet:

- Jeg fikk det siste livbeltet

JENS MORGAN SØRENSEN

Han priser seg lykkelig idag, 20-åringen Anders Helliksen fra Kragerø over at han i det hele tatt er i live etter katastrofen i Nordsjøen. Han tenker med sorg på de 19 arbeidskameratene som omkom. De ble igjen i Nordsjøen etter at «Alexander Kielland» kantret. De omkomne har han arbeidet sammen med, vært sammen med i fritiden og hatt lugar sammen med i ett år. Helliksen hadde den nødvendige flaksen og overlevet. Han fikk det siste livbeltet.

- Jeg lå og sov da en av de som var i rommet skrek at noe var galt, og alarmen gikk, forteller Anders Helliksen. Det var 8-10

FORTSETTER SIDE 12

ANDERS HELLIKSEN is sleeping in cabin 308 when the accident occurs. Wearing only his underwear, he exits onto the deck through a window and joins a line where life jackets are being distributed. Like many others, he heads toward the highest point on the rig and ends up in the sea when the anchor chain snaps. He swims around for about 20 minutes before being pulled into Lifeboat 5. He is barely conscious. He is massaged and regains his strength. After about an hour, he manages to jump over to the Nordmand Skipper.



Photo: Pål T. Jørgensen / Vi Menn
Anders Helliksen.

ALF GUNNAR TARALDLIEN is in the small cinema room when the rig tilts. He climbs up to the B-column and continues to the highest point. Then the anchor wire snaps. He thinks it's the end. There is nothing to hold onto, and he is pulled under.

When he surfaces, he sees a lifeboat with its keel in the air. He swims to it and clings on. People inside the boat try to rock it by gathering on one side. Someone climbs onto the boat and helps turn it over. Taraldlien is hit on the head by the boat but manages to hold onto a rope. Eventually, he is pulled into the lifeboat.

It's crowded. The lifeboat leaks diesel, and they can't start the engine. The boat rocks, and people begin vomiting. Alf Gunnar eventually transfers to the supply vessel Nordmand Skipper.



Photo: Taraldlien, private
Alf Gunnar Taraldlien.



Photo: Private Mundheim
Lifeboats from Kielland.

DAG-JARLE JENSSEN is in the large cinema room. He feels shaking but doesn't react much, as he is used to such movements. When the rig tilts, someone shouts that they need to get out. A large man stands in the doorway, likely trying to regulate traffic, but people crawl around him. Jenssen heads for the highest point between the living quarters and the derrick, where he holds onto the anchor wire.

When the rig flips over, he ends up in the sea and is pulled under but manages to swim up. Waves crash over him, but he gets enough air to swim over to Lifeboat 5, which is upside down. He helps to right the boat and is one of the last to climb aboard. Shortly afterward, he is rescued by Nordmand Skipper.

EDMUND ARNE MONGSTAD is in the pump room on Kielland, where he and the team are preparing the rig for drilling on the English sector. Suddenly, they feel a particularly hard jolt and strong vibrations. He sees a coworker running toward the stairs and realizes something is wrong. As he tries to exit, he is hit by loose equipment and loses consciousness.

When he regains consciousness, water has entered the area. Bruised and with a broken rib puncturing his lung, he drags himself to the main deck and boards Lifeboat 5. The lifeboat is released as the flotel flips over. After about an hour, he transfers to the supply vessel Nordmand Skipper.



Photo: Mongstad, private
Edmund Arne Mongstad.

LIFE SAVING EQUIPMENT

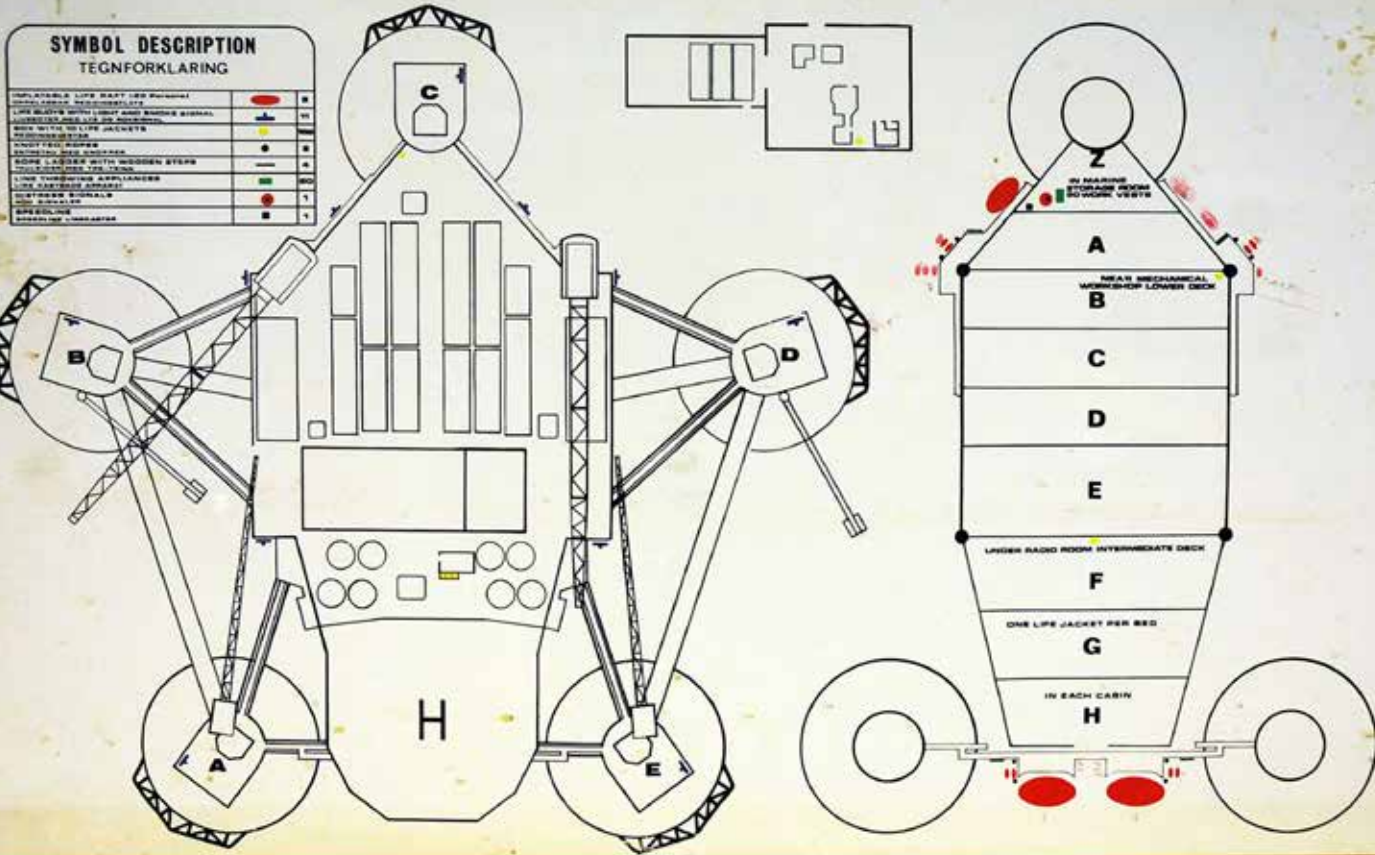


Photo: Norwegian Petroleum Museum's collection

EIVIND EGELI is on duty in the control room. After a smoke break, there is a bang, and all alarms sound. The rig tilts 35-40 degrees, and loose equipment falls around them. They try in vain to start the pump to level the rig.

They put on life jackets and head out to the lifeboats. The lifeboat Egeli is responsible for is already gone, and another lifeboat is destroyed. They find Lifeboat 5, but it is caught on the hook that the boat is attached to, the so-called davit. Egeli clings to this as the rig fully capsizes. He is dragged far underwater. At around 20-30 meters depth, he begins to rise and manages to reach the surface. The lifeboat surfaces after him, and he is helped aboard. He is then rescued by Nordmand Skipper.

Captain Didrik "Dikke" Stonghaugen knew Egeli well, as he was the one who usually handled deliveries from the rig that were to be taken ashore by the boat. When Egeli was pulled into his boat on the night of the accident, the captain jokingly asked:

"Well, Egeli, did you bring the mail?"

(Stonghaugen in Alexander L. Kielland Memory Bank)



Photo: Egeli, private
Eivind Egeli with his wife.

Photo: Husmo Photo / ConocoPhillips / Norwegian Petroleum Museum
Ekofisk in waves, 1983.



FINN KOLSTØ is in the cinema room. Ten minutes into the film, there is a loud crash, the rig shakes and tilts. People fall out of their seats. He manages to move forward in the cinema room. As he exits through the door, a temporary wall comes loose, and the film screen, weights, table tennis table, and other items from the adjacent room tumble into the cinema room. He escapes through an opening, out onto the deck, and over to the B-column. He then boards Lifeboat 5.

HELGE ENEBERG is in the small cinema room when the accident occurs. After making it out into the hallway, he moves toward the highest point and climbs onto the column, holding onto the anchor wire. When he notices the wire thinning, he realizes it will soon snap, so he climbs down a bit. When the wire eventually snaps and the rig flips, he ends up in the sea.

For a while, he floats on a pickup boat before being rescued into Lifeboat 5. He has little clothing and feels very cold in the lifeboat. When Normand Skipper arrives, he takes a chance and jumps onto the net stretched along the side of the ship, successfully moving from the lifeboat to the supply ship.



Photo: Eneberg, private

Kjell Kulleseid, overlevende fra «Kielland»:

«Fysisk umulig å stenge luken ned til kinosalen»

— Hvorvidt vannette dører og luker på «Alexander L. Kielland»-plattformen sto åpne fordi det var trukket sveisekabler igjennom dem, kan jeg ikke huske. Det som derimot er helt sikkert, er at den luken som førte fra hoveddekket og ned i kinosalen alltid sto åpen. Her var det nemlig sveiset opp en vindskjerm som gjorde det fysisk umulig å stenge den. Skulle man klare det, ville det minst tatt 5 timer for en fagmann å brenne vindskjermen løs. Dette forteller haugesunderen Kjell Kulleseid til Rogalands Avis. Kulleseid er en av de overlevende etter «Kielland»-katastrofen.

ØYVIND NÆSS

— Det var nok ikke mange ombord på plattformen som var klar over leiven som sier at alle flyttbare rigger skal ha luker og dører som kan stenges forsvarlig, og at disse skal stenges ved uvær. Dette fikk jeg først vite da jeg for kort tid siden hadde et møte med LO-advokaten Nandrup-Dahl. Jeg fortalte ham da om denne luken, og han svarte at dette var en interressant opplysning.

— Men disse opplysningene skulle da ikke fram i politisakerne!

— Da jeg ble avhørt av politiet, var det gått så kort tid etter ulykken at jeg for det første ikke hadde klart for meg hvilke opplysninger som var viktige og hvilke som ikke var det. Dessuten er det jo først i den senere tid jeg har fått vite at det finnes lover om dette.

Stavanger Drilling derimot, må ha vært klar over at denne luken alltid sto åpen på grunn av vindskjermen, og at et slikt hinder for å stenge luken var ulovlig. Derneest så må man jo undre på hvor i all verden Veritas kontrollørene har vært som ikke har påpekt disse forholdene, sier Kjell Kulleseid.

— At det var oppdaget en sprekk i et av stagene, og at denne sprekken var forsøkt sammensveiset under vann, er det opplysninger som du kjenner til?

— Nei, dette er ukjent for meg. Det eneste vi visste var at plattformen skulle på verksted, men det trodde vi var for ombygging til boreplattform. Vi hadde derfor fått beskjed om å pakke sakene våre ut av skapene og ned i bagen, fordi vi skulle flytte over på «Henrik Ibsen» så snart den kom ut i Nordsjøen. Jeg var akkurat



Haugesunderen Kjell Kulleseid, overlevende etter «Kielland»-katastrofen, forteller til Rogalands Avis at luken fra hoveddekket og ned i kinosalen var fysisk umulig å lukke på grunn av en vindskjerm som var sveiset opp rundt luken. (Bilde: Øyvind Nass)

ferdig med å pakke, og lå og ulykken inntraff, forteller sluppet av på sengen da Kjell Kulleseid.

Jan Vestre var sveiser på «Kielland»:

JOHAN KRISTOFFER ABRAHAMSEN is thrown from his seat when the rig tilts. He exits through the door by the cinema screen and heads to the lifeboats. He sits in Lifeboat 5 with several others. Some leave the boat when they hear a helicopter.

Abrahamsen remains in the lifeboat as the rig capsizes. After 45-60 minutes, he jumps over to Normand Skipper. All twelve who board the ship receive the best care imaginable. They are given warm clothes, and the onboard cook keeps them supplied with hot food.

KJELL JOHAN KULLESEID is in his cabin on the third floor on the night of the accident. He climbs out through the window, down three floors, and reaches the main deck. He proceeds to the highest point and jumps into Lifeboat 5 when the anchor wire snaps.

Initially, the boat is upside down, but it is eventually righted. They open the hatches and pull in people hanging on the outside of the lifeboat. This proves somewhat difficult, as the hatches are too small to pull in larger people wearing life jackets. After about an hour, he transfers to Normand Skipper.



Photo: Kulleseid, private
Kjell Johan Kulleseid.



Photo: D Stroud / ConocoPhillips / Norwegian Petroleum Museum
Alexander L. Kielland in fog.

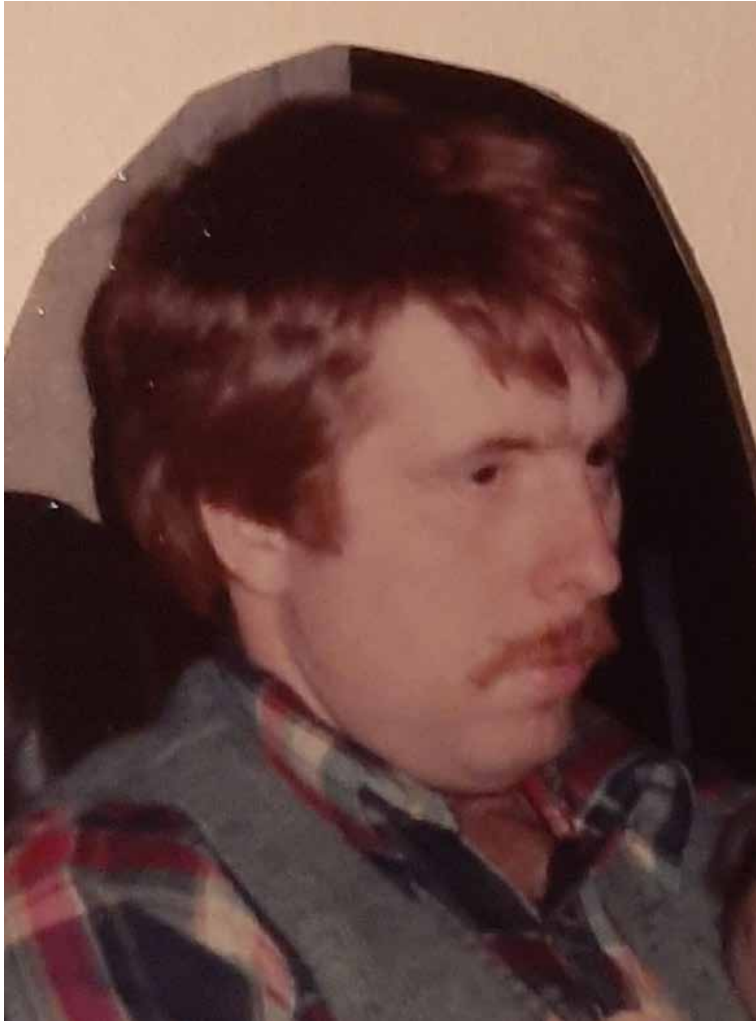


Photo: Kvåle, private
Kåre Magne Kvåle.

KÅRE MAGNE KVÅLE is in the small cinema room. When the rig tilts, he gets out onto the deck where he meets Eivind Egeli. They discuss whether the rig will sink or stay afloat. Kvåle decides to get into the lifeboat, straps himself in, and is inside the lifeboat when the rig capsizes. He is rescued by Normand Skipper after 1.5 hours.

"After a while, Normand Skipper came alongside, and I jumped over to it. It turned out to be too dangerous. There was a high risk of people getting hurt jumping from the lifeboat to the supply vessel, and the lifeboat was battered against the side of Normand Skipper. Blankets and provisions were thrown over into the lifeboat for those who remained, and the boat floated alongside until they were hoisted aboard a helicopter the next morning."

(Kvåle in Alexander L. Kielland Memory Bank)

SOMETHING BLOODY
WRONG OVER THERE!
ITS THE WRONG
DECK LEVEL

SHIT LEROY

TOBACCO
POUCH

SHALL WE LOWER
THE PLATFORM
OR LIFT THE
CASING

THEY SHOULD HAVE
GOT GROOTCOIN TO
DO THE JOB



EDDA 2-7C CASING
URGENT ATTENTION
LOFFLAND



P.P.

LEIF WIIG ABRAHAMSEN is in the small cinema room, sitting next to platform manager Sæd when the rig tilts. He makes his way to the helicopter deck and Lifeboat 5. He looks at the lifeboat and immediately realizes it cannot be released from the hooks as it hangs.

Leif Wiig Abrahamsen is the last to be taken aboard the supply vessel Normand Skipper.

Leif had previously worked in the production of such lifeboat hooks and knew they would not release until the boat was in a weightless state.

"I crawled into the lifeboat through the wheelhouse and went down to find the release handle. When I felt water on the outside, I pulled with all my strength. I tore the tendons in both arms."

(Abrahamsen in Alexander L. Kielland Memory Bank)

«Norman Skipper»:
på «Norman Skipper»:

Broren reddet ombord

— Jeg visste jo at bror min var om bord i «Norman Skipper», jeg hadde sett han søndagen før. Og var selvsagt glad for at jeg ble reddet om bord i akkurat den båten slik at han fikk se jeg var blant dem som var i live, sier Vegard Vermundsen fra Nordstokke på Karmøy.

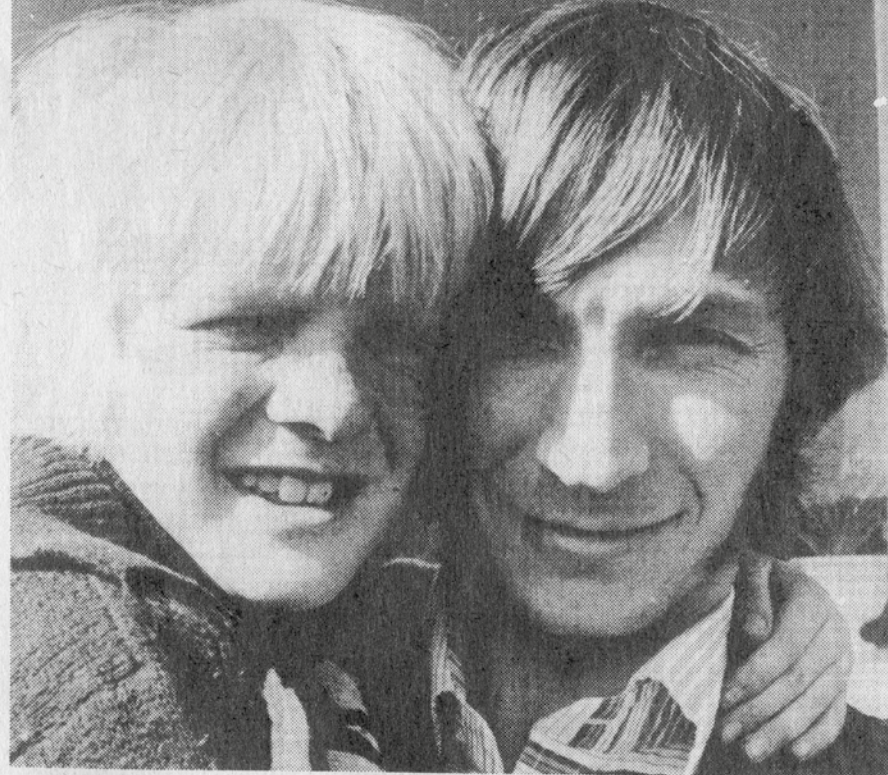
Han var en av de heldige HMV—arbeiderne som overlevde tragedien i Nordsjøen, og hadde til og med den utrolige opplevelsen å bli plukket opp av mannskapet på den supplybåten yngstebroren Reidar var styrmann på. Vegard Vermundsen er platearbeider på Haugesund Mekaniske Verksted og har arbeidet ved bedriften i ti år. Siden 1977 har han vært med på arbeidet i Nordsjøen, blant de skiftarbeiderne som har vært i oppdrag på Albuskjell Foxtrot.

Om han kommer til å dra

ter hvert. Klart vi var redde for en ny helikopterulykke, en eksplosjon eller en blow-out. Men noe sånt som dette, var det jo ingen som tok med i beregningen. Det har jo vært rettet kritikk fra enkelte hold, men det får andre ta seg av. Først og fremst vil jeg slappe av og komme til hektene igjen, så får vi se.

LÅ PÅ KØYA

Vegard Vermundsen slappet av på køya da ulykken skjedde om bord på boligplattformen «Alexander Kielland». Han holdt til i en



Vegard Vermundsen får en velkomstklem av eldstegutten Svein Atle foran huset på Nordstokke.

fort som mulig. Heldigvis var jeg fullt påkledd og manglet bare sko. Jeg forsto fort at det gjaldt å komme seg unna fortest mulig og sprang mot det høyeste punktet, mot den søylen som tippet opp.

Da krengingen stoppet opp, prøvde mannskapet på Eddaplattformen like ved å sende basket over, men altfor mange sloss om å komme til. Vi sto på livbåtstasjonen, men visste ikke hva vi skulle gjøre, det var altfor høy sjø og sterk vind til at vi kunne ta sjansen på å lære livbåten. Den ville bli knust.

IKKE NOE VALG

oss som regnet med at vi skulle klare oss.

Da vi havnet i sjøen, hadde vi kjølen i været. Men etter å ha fått båten løs, og ved hjelp av andre som lå i sjøen og klamret seg til båten, fikk vi den på rett kjø og fikk lukene opp slik at vi kunne plukke flere om bord i livbåten. Vi var vel mellom 35 og 40, tenker jeg, sier Vegard Vermundsen.

— Vi fikk ikke motoren i gang, det luktet kvalmt av diesel og flere var sjuke. Vått var det også, men det var ikke lange stunden før «Norman Skipper» kom opp på siden av oss. De fleste av oss hoppet om bord, derib-

meg og fikk varm mat og drikke i likhet med de andre, sier Vegard Vermundsen.

«NORMAN SKIPPER»

Supplyskipet «Norman Skipper», som eies av Solstadredereiet på Karmøy, har hele tiden spilt en aktiv rolle i dramaet i Nordsjøen. Iklare bare var forsyningsskipet aktivt med under hele reiseringsaksjonen den katastrofale torsdagsnatten, mannskapet om bord fikk halt land bortimot førti forulykkede. Ikke alle var i like god form som Vegard Vermundsen. Broren Reidar, styrmann om bord på supplybåten, har hatt en tøff førstetid om bord. Han mønstret på bare en uke før ulykken, og avslutter sin første økt om bord etter først å ha vært med på slepet av den avrekkne leggen som forårsaket hvariet av «Alexander Kielland». Den ble overlatt granskningskommisjonen mandag, etter å ha blitt slepet inn til Åmøyfjorden. Reidar Vermundsen vil helst ikke kommentere ulykken. — Det var flere av oss som ble halt opp som hadde fått en adskillig verre med fart enn det Vegard fikk, sier han og kan bare uttrykke glede og takknemlighet over at det gikk så bra med broren.

REPORTASJE:

Ole S. Nerheim
Terje Johansen

SVEIN VEGAR VERMUNDSEN is on the third floor when the accident occurs. He makes his way out onto the deck and puts on his life jacket. He observes loose objects and containers flying through the air, and people clinging to the railing. Many, including Vermundsen, head toward the rig's highest point, the B-column.

Some jump into the sea. He sees a lifeboat being crushed against the platform and hesitates on what to do. When the last anchor wire snaps after being stretched like a violin string, he jumps down as the last into the lifeboat. He is one of the 12 who board Normand Skipper, where his brother, Reidar Vermundsen, was the first mate.



Photo: Else M. Tungland / Norwegian Petroleum Museum
Svein Vegar Vermundsen with his wife.

År	Fly		Fører eller 1. fører	2. fører, elev eller besetning	Oppdrag, rute, merknad	overført	
	Mod	Dag					Type
1980							
MARS	3	SEAKING	073	SELV	LIEN	ZV-HD-ZV E1/I1.	
"	4	"	060	"	"	ZV-HD-ZV T1/T2/TE1	
"	5	"	073	"	ØVERGÅRD	ZV-HD-ZV I2/TE3	
"	6	"	073	"	"	ZV-LOC C1/E2	
"	7	"	060	"	"	ZV-LOC PICK-UP	
"	10	"	060	"	LIEN	ZV-HD-ZV TE3.	
"	10	"	060	"	ØVERGÅRD	ZV-HD-ZV I-1	
"	12	"	073	"	"	ZV-VEST SAR-1	
"	13	"	060	"	LIEN	ZV-LOC A6 TEST.	
"	14	"	060	"	"	ZV-LOC A6 TEST	
"	24	"	073	"	"	ZV-RY	
"	27	"	073	"	EIDEM	RY-ZV	
"	27	"	073	"	"	ZV-EKOFISK-ALBUSKJELL "A"	
"	28	"	073	"	"	ALBUSKJ. "A"-EDDA (13stk)	
"	28	"	073	"	"	EDDA-"H"-TOR-ZV SAR-85	
"	29	"	073	"	"	ZV-EKOFISK-ELDFISK "A"	
"	29	"	073	"	"	ELDFISK "A"- "H"	
"	29	"	073	"	"	EKOFISK "H"-ZV	
"	17-20	SIMULATOR - CULDOSE,					

En motors fly				Flere motors fly				Instrumentflyging				Link/ simu- later			
Dag		Natt		Dag		Natt		Virk.	Sim.	G.C.A.	I.L.S.		I.I.S.		
Elev	Fører	Elev	Fører	Elev	1. fører	2. fører	Elev							1. fører	2. fører
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
349.0	1857.9	26.4	163.7		1633.1	609.9		174.0	73.2		311.2	333.4	479.3	556.2	296.3
					2.0						1.0				
					2.0										
					2.1						1.0			1	2
					2.0										
					1.7										
					1.4						0.4			1	
					2.0						1.0				
					2.0										
					0.2										
					1.7										
					1.8										
					2.0										
											0.5				
											3.8				
											2.8				
											2.8				
											2.0				
											2.0				
											1.0				
											1.0				
											1.5				
															10.0

Side nr 98.

Total sivil flytid:

Total militær flytid: 4866.2

overføres

TOT. HEL: 3245.1

349.0	1857.9	26.4	163.7		1662.5	609.9		183.6	73.2		325.1	334.4	481.3	558.2	296.3
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)

21 RESCUED BY LIFEBOAT 5 AND HELICOPTER

The remaining 21 men in Lifeboat 5 are picked up by helicopters throughout the night and into the following morning.

Around 02:30 a.m., an S-61N helicopter from Helicopter Service arrives at Lifeboat 5. A rescue basket is lowered to the lifeboat, but the helicopter lacks a trained rescuer. The men in the lifeboat must climb into the basket themselves. This proves difficult for the exhausted and hypothermic men. Four people manage to get into the helicopter and are taken to safety at the Ekofisk hotel.

The helicopter returns and lifts one more person, but the others are reluctant to try without a rescuer present.

Captain Øyvind Ottesen and crew in the Sea King helicopter Viking 50 from the 330 squadron at Sola pick up the remaining people from Lifeboat 5. During the rescue, the wire on the rescue hoist gets stuck in the lifeboat, and rescuer Wilfred Ramstad has to enter the sea to free it.



Illustration: Unknown / Norwegian Petroleum Museum

Left photo: Photo: Jærmuset

Page from the logbook of Nils Reidar Roaldsøy, March 1980.

ES-SANOMAT

LAUANTAINA MAALISKUUN 29. PNÄ



2 mk (sis.lvv)

muudessa pelastunut

AINEN:

me

kyssä

antia





Photo: Eija Lente
Esko Kärki.

BJØRN BENTSEN is in cabin 405 on the fourth floor and has to climb ladders to reach the deck when the accident happens. The lifeboat he was meant to board is already underwater. He jumps into the sea. His plan is to swim toward Edda, but he cannot make it. Shortly afterward, he is hauled aboard Lifeboat 5, completely exhausted. He is picked up by a helicopter around 05:30 am. in the morning.

ESKO KÄRKI is in the lower mess hall eating dinner when he hears a bang. Initially, he thinks a supply boat has collided with the rig. About three seconds later, there is another explosive-like bang, and the rig begins to tilt about 40 degrees.

He leaves the mess hall and heads into a hallway about 30-40 meters long, before continuing up some stairs to the radio room and out onto the deck. There, he makes it into Lifeboat 5. He doesn't have time to strap in before the rig flips completely, and he is injured when the boat hits the water. Despite his injuries, Esko helps right the boat and pull people from the sea. After 11 hours, around 05:30 pm, he is rescued by helicopter.



Photo: Svein Tønnessen / Norwegian Petroleum Museum



Photo: Falk, private

GUNVALD FALK is in a lounge in the living quarters on the deck level when the rig tilts. He climbs to the highest point on the B-column. When the anchor wire snaps, he jumps into the sea and is pulled under by the suction. After surfacing, he sees a pickup boat full of water with 5-7 people onboard. He notices an overturned lifeboat and swims to it.

The lifeboat is righted, and he manages to climb inside. Toward the end of his time in the lifeboat, fear turns to a dread of freezing to death.

Four legs of the Alexander Kielland remain afloat (top left) beside the Albuskjell platform.

Hopes fade for 99 oilmen still missing from North Sea platform

The number of dead in the capsized oil rig in the North Sea has risen to 38 with 99 people still missing. Most of those are feared trapped in living quarters 100 feet below the surface. Rescue operations are continuing but there is little hope of survivors among the trapped men. Divers are on standby after tapping round the rig's legs: there was no response. Mr Odvar Nordli, the Prime Minister of Norway, said the disaster was one of the greatest tragedies in the recent history of Norway. He promised a committee of inquiry would be set up.

Fleet of ships and helicopters search area round sunken rig

From Nicholas Timmins
Stavanger, March 28
Specialized diving ships are standing by tonight to send divers down to the living quarters of the oil accommodation rig, the Alexander L. Kielland. The number of dead in the North Sea's worst rig disaster has risen to 38 with 99 people still missing.
Mr Carl Wendt, Chief of Police in Stavanger, said that 90 people were known to be alive of the 228 the Phillips Petroleum Company believes to have been on the rig when it capsized in gale force winds and 30 foot waves last night.
Thirty-eight bodies have been brought ashore. The fear is that most of the missing have been trapped in the accommodation quarters of the 10,105 ton semi-submersible rig, which are now 90 to 120 feet below water.
About 35 of the crew are said to be British and about 170 Norwegian, with a Portuguese, a Spaniard and three Finns.
Mr Wendt refused to give the nationalities of the dead or the survivors, although half a dozen Britons are believed to be in hospital in Stavanger. Some 50 of the survivors were taken to hospital, few with any serious injuries, apart from exposure, and 20 have already been discharged.
A fleet of 45 vessels and 23 helicopters and other aircraft combed the area for survivors today, but the chances of any more being found seem slim.





Photo: Vike, private
Harry Vike with family.

HARRY VIKE has just arrived in the North Sea and eaten a meal. He then heads to the radio room. Suddenly, he hears two bangs in quick succession, and the rig starts to tilt. He sends out a distress call over VHF channel 9:

"Mayday! Mayday! Kielland is capsizing."

Then the power goes out. Harry manages to get onto the deck and enters Lifeboat 5. He establishes contact with the Edda platform over the radio and reports what has happened. However, he is afraid to stay in the lifeboat.

When the rig capsizes, he ends up in the sea. He is eventually picked up by the same lifeboat he left before the rig flipped.

HELGE GEORG KNUTSEN is in the lounge of the living quarters with colleagues when he hears a bang that sounds like a wave. Shortly after, there is another bang. Everyone stands as the lights go out. Another bang follows, and the rig tilts. He heads for the B-column, the highest point. Here, he receives the last life jacket.

As the rig tilts more, he climbs down and jumps into the water when the anchor wire snaps. He swims to Lifeboat 5 and helps right it. He sits in the lifeboat for nine hours, freezing intensely before being rescued by helicopter.



Photo: Sven Tønnessen / Norwegian Petroleum Museum
Lifeboats from Kielland.



Kaptein Øyvind Ottesen ved Luftforsvarets redningskvadron ble hentet med jettfly fra Rygge.

Facsimile: Newspaper.

Captain Øyvind Ottesen of the Air Force's rescue squadron saved several that night.

HÅKON JARL HANSEN is in the small cinema room. When the accident is confirmed, he climbs to the highest point. They were told that Alexander Kielland couldn't sink. He helps distribute life jackets but doesn't immediately board one of the lifeboats, as some have been crushed. At the moment the rig flips, he follows along and is pulled under by something black:

"It was easy to swim to the lifeboat that was bow-up. There wasn't a single person in sight. I was disappointed, seeing no chance of rescue. I wrapped my arm in ropes attached to the boat, thinking, at least they'll find me. Then 2-3 others appeared on the boat. We managed to right the boat atop a wave.

After that, we couldn't open the side hatches. They needed to open for us to get inside the boat. It looked bleak again. But somehow, the hatches were opened.

It felt pleasant in the water, but getting out was horribly cold. When I got out of the water, I felt frozen. I couldn't move. I needed help lowering my arms."

(Hansen in Alexander L. Kielland Memory Bank)

In the lifeboat, Håkon Jarl huddles next to a man in a wool sweater. They have a tarp over them, providing a bit of warmth. The next morning, he is picked up by a helicopter.

KATASTROFEN

TVILLINGER

OVERLEVDE

HAUGESUND (VG)

— Reidar og Klara Vestre i Haugesund hadde de to tvilling-sønnene Geir og Jan på «Alexander Kiel-land». Begge kom fra det med livet.

— Det er ikke til å tro, men altfor mange av våre kamerater forsvant til at vi kan sitte her og glede oss over vår egen mirakuløse redning, sier de to 29-åringene.

Jan er sveiser ved Haugesund mek. verksted, Geir, som har seilt til sjøs i mange år, er elektriker i Stavanger Drilling.

Jeg hadde akkurat vært og sett etter Jan, da ulykken intraff, sier Geir. Han så ikke grundig nok, for Jan sier at han var på sitt rom i tredje etasje på boligplattformen.

— Jeg hadde merket en rar skjjelving i plattformen, og det kom kraftige smell. Plutselig blikket den over, sier Jan.

— Jeg merket liksom en knitring, og skulle ta plass i kinosalen da plattformen la seg over, er Geirs versjon av marerittets første sekunder.

I livbåten

Etter en strabasias tur på dekket som stod i 45 graders vinkel, klarte de to å komme seg i hver sin livbåt. Begge opplevde at det ble problemer med låringen.

— Men livbåtene må være verdens fineste, sier begge. Jan antar at hans livbåt faktisk fulgte med plattformen idet den vippte rundt. Jeg tror det fordi vi plutselig lå i sjøen med bunnen i været.

Noen av de ca. 30 som var om bord ble en del forslått, men ingen alvorlig skadd. Allerede samme kveld kom det en supplybåt oppunder livbåt nr. 5, som ble Jans redning.

— Det ble en forferdelig påkjennning på livbåten da den dunket i skroget på supplybå-



— Det er ikke til å tro, sier tvillingene Geir og Jan. Geir skiller seg ut i dobbeltutgaven med skjegg.

totalt knust, gikk jeg opp og kastet loss, sier Jan, som ble plukket opp med helikopter i grålysningen fredag morgen.

Mirakel

Fra livbåt nr. 3 som Geir kom seg om bord i, ble folkene berget i tre omganger. Båten var forresten blitt en del skadd i styrehus-seksjonen like etter låringen.

Med bare en times mellomrom var de innom Ekofisk-hotellet, men ingen kjente til den andres skjebne. — Vi tenkte på hverandre. Vi syn-

tes hver på vår kant at det ville være intet mindre enn et mirakel om begge var blitt reddet, når så mange gikk bort.

Ikke to ganger

Men mirakelet var altså skjedd. Da de kom til land fikk de vite det. En stund før hadde deres foreldre og respektive familier fått vite det. — Dessverre tok våkenatten så hardt på mine foreldre, at de ennå ikke er kommet seg skikkelig, sier Jan, som opplyser at hans kone Else Marie

ikke er særlig stemt for at han reiser ut igjen.

— Min kone Kirsten sier at en slik ulykke ikke kan skje to ganger, og skulle jeg bli tilbudt jobb på «Henrik Ibsen», vil jeg ikke nøle med å ta den, sier Geir som sammen med

tvillingbroren ikke kan få full rost dem som stod for redningsinnsatsen.

— Men noe har vi å sett fingeren på. Det må vær varme klar i livbåtene, og d radioene som står der m være permanent jordet.

JAN VESTRE is in his cabin on the third floor when the rig tilts. He exits through the window, follows a ladder down, and reaches Lifeboat 5. He boards the lifeboat and straps himself in. Later, he is lifted by a Sea King helicopter.

JOHN AIRD is in the large cinema room when the accident occurs. He makes his way into the corridor, through the laundry room, and up the stairs to the main deck. As the main deck submerges, he is thrown into the sea. He swims for about 10 minutes before reaching Lifeboat 5. After approximately 11 hours, he is rescued by a helicopter at 6:00 am.



Photo: Mundheim, private



Photo: Else M. Tungland / Norwegian Petroleum Museum

JOHANNES MUNDHEIM is in his cabin on the second floor when the accident occurs. The door is closed, and it is completely dark. He manages to open the window, jumps down onto the deck, and injures his forehead. He initially gets into Lifeboat 3 but jumps out when it is destroyed.

He swims in the sea until he comes across Lifeboat 5 and is pulled aboard. Around 6:00 am., he is rescued by a helicopter.



Photo: Unknown / Norwegian Petroleum Museum
The control room on Kielland.

LARS OLAV ANDREASSEN is in his cabin on the third floor when the flotel tilts. He makes his way into the hallway and down to the main deck, where he boards Lifeboat 5. Later, he is rescued by a helicopter from Helicopter Service.

MAGNE KÅRE SILDELID is in the control room when the accident occurs. This turns out to be his first and last trip to the North Sea, where he is in training for his new job as a control room operator. Along with Eivind Egeli, he heads to the highest point on the rig.

He boards Lifeboat 5 and is inside it when the rig flips. He helps pull people into the lifeboat after it is righted. He is lifted with a harness by the last helicopter.

”The worst part is thinking about all those who sank around us. We only saw arms disappearing. Many were young.”



Photo: Lerbrekk, private
Magne Kåre Sildelid.



Photo: Oddbjørn Monsen / Vi menn
Ole J. Hestvik thanks rescuer Asbjørn Olafsen.

OLE HESTVIK exits into the hallway when the alarm sounds. He finds a hatch that leads out to the deck, and 6-7 people follow him through it. They then close the hatch due to incoming water.

He continues down the corridor and attempts to help someone trapped under a cable drum but cannot free them.

He then makes his way onto the deck, where a wave sweeps him into the sea. He spots Lifeboat 5, which is upside down, and manages to climb aboard.

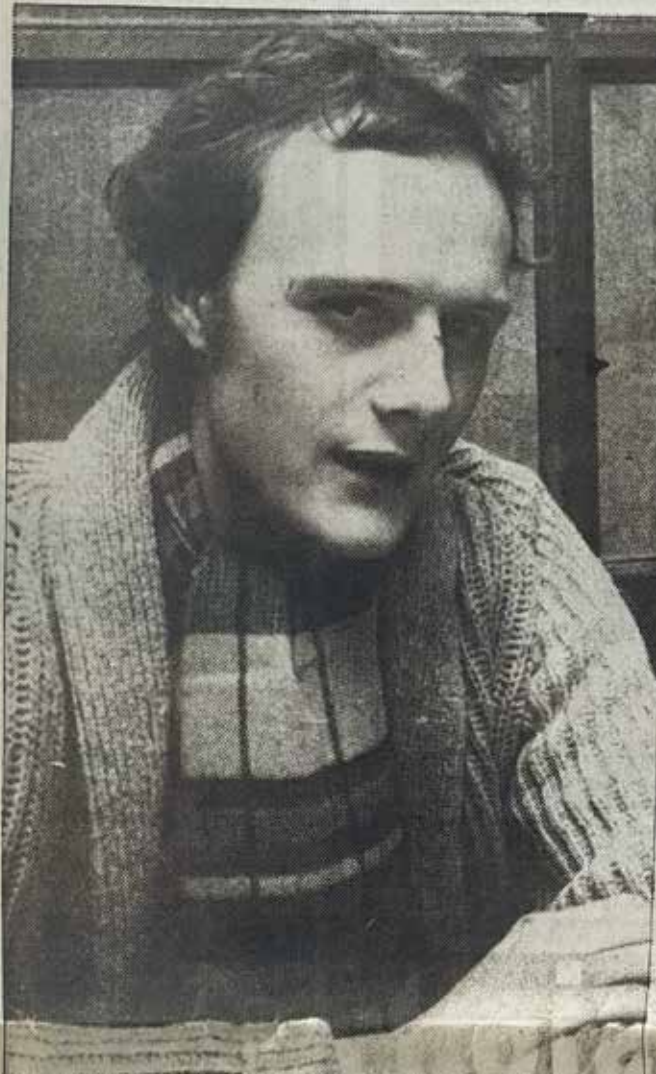
After 12 hours onboard, a Sikorsky helicopter arrives, but only three men are rescued. Later, a Sea King helicopter arrives with a rescuer, who saves the rest.



Source: NRK

Mannen som reddet to fra Kragero

— Det største øyeblikk i mitt liv



Facsimile from newspaper.
Per Manseth.

PER MANGSETH is in the restroom on the fourth floor. He makes his way into the hallway to the stairs from the containers. The stairs are full of people, so he climbs along the outside of the railing and jumps down to the main deck. Then he traverses the entire rig to the highest point and boards Lifeboat 5.

After hours at sea, a helicopter from Helicopter Service arrives and picks up some men from the lifeboat. The helicopter has no rescuer, making it difficult to get into the basket alone. When it returns to pick up more, Per is the only one able to make it up.

RONALD N. JACKSON is in the large cinema room with about 70-75 others. He sits near the back. When the accident happens, people fall toward the stage. He manages to get out through the door, and with difficulty, makes his way onto the deck. There, he puts on a life jacket. When the rig capsizes his life jacket gets caught on a container, but he manages to free himself, though the jacket is damaged. He drifts for a while, clinging to floating debris, before being brought aboard Lifeboat 5.

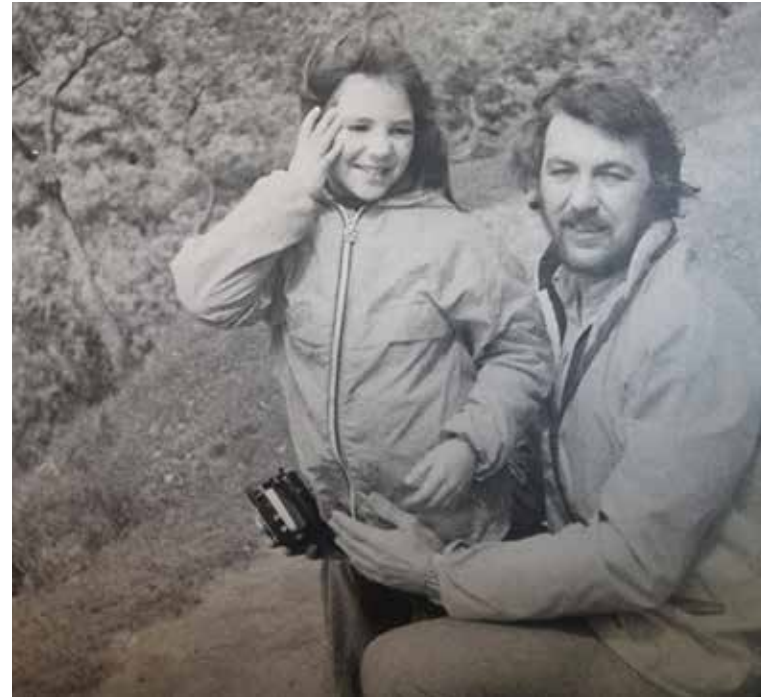


Photo: Jackson, private



Photo: Kåre Engelsen / Jærmuseet

RAGNVALD OFTE is in bed in his cabin when the rig tilts. He gets out onto the deck and boards Lifeboat 5. He is in the lifeboat when the rig capsizes. The lifeboat surfaces upside down but is righted. They pull people in from the sea. Ofte is picked up by a helicopter around 05:20 am.

"I couldn't pull up a heavy man who came to the lifeboat. I saw another man in trouble—a young guy just two to three meters away. I had seen a rope I wanted to tie around myself and swim out to him with, but I had to hold onto the heavy man. 'Hold onto the railing while I save someone else,' I said. But he didn't have the strength to hold on. When I let go, he went straight down, but then he surfaced again. I held onto him firmly. Someone else eventually managed to pull him into the lifeboat. By then, the young guy had disappeared. I'll never forget the desperate expression on his face. I can still see it."

(Ragnvald Ofte in Alexander L. Kielland Memory Bank)



Photo: Ofte, private

True life drama

Weavestyle's Tommy recalls his night of hell

THE CRUEL SEA

FOR more than 12 hours Tommy Greenwood fought for his life, his body broken and bloody after one of the world's most horrific maritime disasters.

Tommy survived but more than 120 of his mates were not so lucky, killed as the oil rig Alexander L. Keilland turned turtle in the freezing waters of the North Sea.

Nowadays Tommy, 54, works as a team cleaner at furnishings business Weavestyle but the tragic events of March 27 1980 remain firmly etched on his mind.

It was a day that was to earn Tommy, catering manager responsible for feeding 15,000 oil workers in the Ekofisk field midway between the UK and Norway, a gallantry medal from King Olaf of Norway.

At 6pm Tommy was working on his final inventory the day before he was due to quit the oil rigs after 12 years to run a fruit and chip shop in Yorkshire.

"Suddenly there was a screeching and screaming of metal," said Tommy. "I didn't know what was happening but I knew it was bloody serious."

One of the five giant legs supporting the rig had failed and the massive structure, the size of a football pitch, now heeled over at 45 degrees.

Tommy helped a young medic, new to the North Sea, into a life jacket and they struggled up the angled corridor, hauling themselves along by the handrails.

150 MISSING IN RIG HORROR

Flashback - how the Mirror covered the disaster



Survivor - Tommy Greenwood

They made their way on to the deck but here they had to separate, the medic to his allotted lifeboat and Tommy to his.

"I never saw him again and his body still hasn't been found," said Tommy. The medic was one of a dozen men still unaccounted for to this day.

With 10 years' previous experience in the merchant navy, Tommy was in charge of a lifeboat station and his craft was moored to one of the legs on the high side of the tilting rig.

Fifteen men were in the boat when Tommy arrived. He joined them but because of the angle of the rig the boat's launching tackle was jammed. Tommy left the boat, returned to the rig and used a winch to lower the craft through fog and 40ft waves to the sea.

The lifeboat was one of only three to escape - another four were pounded to splinters by the force nine gale. "I saw a lot of men die that day," said Tommy.

Most drowned, trapped in the living quarters, others were crushed as heavy rig equipment came crashing down.

Tommy watched the boat pull away as he remained in mortal danger on the leg of the rig.

His only chance was to ride the leg as the rig gradually turned upside down, its towering drilling derrick resting on the sea bed, and then to swim for his life in the hope of rescue.

"I went down with the rig and then dived in," he said. "But I was trapped under the leg and the waves were dashing me against it." He broke all his fingers, three ribs and an ankle, and his body

was cut to ribbons. In the freezing water he was unaware of the extent of his injuries until he was rescued.

"I swallowed a lot of water and I was gasping for air. I thought I had had it." Buoyed by his lifejacket he struggled to an overturned lifeboat. With other survivors he managed to right the boat and pull himself in, 25 minutes after the ordeal began.

"It was a lifetime," he said. But the night mare was far from over.

Despite an armada of rescue boats and helicopters it was another 12 hours before Tommy and his mates were pulled out of the water by a Sea King helicopter.

A boat earlier tried to come alongside but the sea conditions made transfer impossible. One desperate man made a leap for the rescue boat, missed and was never seen again.

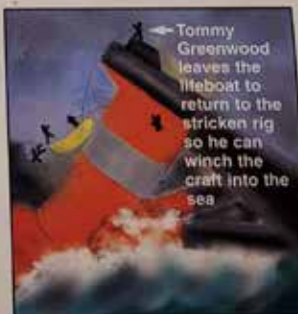
Tommy spent 12 days in hospital at Stavanger before being flown back to the UK.

While in Norway he was awarded a medal for gallantry by King Olaf, which Tommy presented to a mariners' welfare organisation in memory of the Norwegian friends he lost.

Tommy spent another three months recuperating in Yorkshire. He opened his fish and chip shop but did not enjoy it and went back to the oil business, taking a land-based job in Libya.

He returned to the UK and two years ago began working for Weavestyle at Salsden, Yorkshire. But every time he drives to work there is a constant reminder of that fateful day in the shape of his 18-year-old BMW.

"I won't part with it. A lot of the lads who died had been in that car with me," he said.



Computer-generated impression of the drama

I saw a lot of men die that day . . . I thought I had had it

FIRST IN AN OCCASIONAL SERIES ABOUT EMPLOYEES' EXPERIENCES - CONTACT STYLE IF YOU HAVE A TALE TO TELL

TERENCE LISTER is in the large cinema room when the accident occurs. He exits into the corridor, past the laundry room, and onto the deck. He spends about 10 minutes in the water, managing to swim to Lifeboat 5. He helps right the lifeboat and spends most of the time with his colleague John Aird. After 11 hours, at 6:00 a.m., he is rescued by a Sea King helicopter.

THOMAS HENRY GREENWOOD has just entered his cabin, a little after half-past six. Suddenly, powerful waves hit the rig, followed by loud, sharp metallic noises, as if something is tearing apart. Shortly after, the rig begins to tilt to one side. He quickly exits into the corridor and meets others coming from the mess hall. He then heads to the highest point, where he is the captain of Lifeboat 7.

He puts on his life jacket and helps the injured aboard. There are problems lowering the boat, so he stands on the rig to operate the winch from there. Lifeboat 7 eventually reaches the sea, but one wire does not release. He doesn't know what happens next with this boat, as the rig is sinking, and he has to save himself. He sees Lifeboat 4 get crushed and Lifeboat 6 split in two.

As the rig capsizes, he swims toward Lifeboat 5, despite injuring his leg. Eventually, he is picked up by a helicopter at 6:00 a.m.

TOR YNGVE ALBERG OLSEN is in the restroom on the third floor when the rig tilts. He encounters many obstacles but finally manages to escape by climbing along the outside of a railing. He is then swept by a wave and ends up in the sea between the Alexander L. Kielland and the Edda platform. He is knocked unconscious and floats on the surface with his life jacket on. He is later picked up by Lifeboat 5 and rescued by a Sea King helicopter at 05:30 a.m. in the morning.



Photo: Olsen, private



Photo: Norwegian Petroleum Museum collection

A small boat from the Kielland rig was found in the rocky shore at Børaunen in Randaberg in August 1994. There was speculation about whether this boat had drifted at sea since the sinking, or if it had been used for other purposes and later drifted ashore or was lost by other means. The boat was donated to the Norwegian Petroleum Museum as an item from ALK.



Photo: Børsheim
Trygve Børsheim.

TRYGVE BØRSHEIM is in the large cinema room and has chairs fall on him as the rig tilts. He exits through a hatch behind the screen by gripping and partially climbing along a ventilation duct on the wall. He makes it onto the deck and then climbs to the second floor, entering 3-4 cabins to retrieve life jackets which he distributes to others on deck. He climbs higher as the rig tilts. He then jumps into the water and is pulled aboard Lifeboat 5. He is rescued by a helicopter the following morning.



Photo: Gramham
Peter Head on the left. Colin Lamb on the right perished in the accident.

PETER HEAD is in his office when the accident occurs and makes it out a door, down a corridor, and to the helicopter deck. He then climbs to the highest point and boards Lifeboat 5.

In the water, he helps pull people into the lifeboat. Around 06:50 a.m., he is rescued by a Sea King helicopter.



Photo: Olavsén, private

Wilfred Ramstad was a rescuer on the Sea King helicopter Viking 50 from 330 Squadron at Sola. In March 1983, the government decided to award Ramstad the Medal for Heroic Deeds for his heroic efforts during the Alexander L. Kielland accident.



Photo: Graham, private
William Graham.

WILLIAM GRAHAM works on the Edda platform and crosses the bridge to Kielland at 17:45, after receiving instructions to retract the bridge due to poor weather. He has a quick meal in the mess hall before heading to the small cinema room. The film has just started when he hears a loud noise from the rig.

His neighbor comments that it sounds like an anchor wire has snapped, while Graham thinks it sounds like something heavy has fallen from the crane on the deck.

As the rig begins to tilt, he makes his way to the deck. There, he sees the column that broke off the rig floating in the sea. He tries to reach the helicopter deck but fails, and a wave throws him into the sea. During the fall, he is struck in the chest by something from the rig. He hasn't put on a life jacket but still manages to swim to Lifeboat 5. After about 10 hours in the lifeboat, he is rescued by a helicopter.

Hedret for sin innsats ved Kielland forliset

Wilfred Ramstad fra Lista var hedersgjest ved en tilstelning som Phillip Petroleum CO, Norge, arrangerte på hotell Atlantic igår kveld der fylkesmann Kristin Lønningdal delte ut påskjønnelser for redningsaksjonen utført i forbindelse med plattformen «Alexander L. Kielland» forårs 27. mars 1980. Ramstad, som dengang tjenestegjorde ved 330 skvadronen på Sola fikk medaljen for edel dåd med diplom for sin innsats. Da han med fare for eget liv var med å redde 30 personer fra lu Hebåten. 330 kv. avd. Sola

førte likevel jobben utmerket. Under arbeidet ble livbåten kastet oppå wiren fra redningshelikoptret, og wiren ble hengende fast. Ramstad kastet seg da i sjøen og greide å løse wiren. Etterpå ble han selv slengt ombord i livbåten igjen av en hølge. Her fortsatte han arbeidet med å klargjøre de forutrykkede for oppbeising til helikoptret.

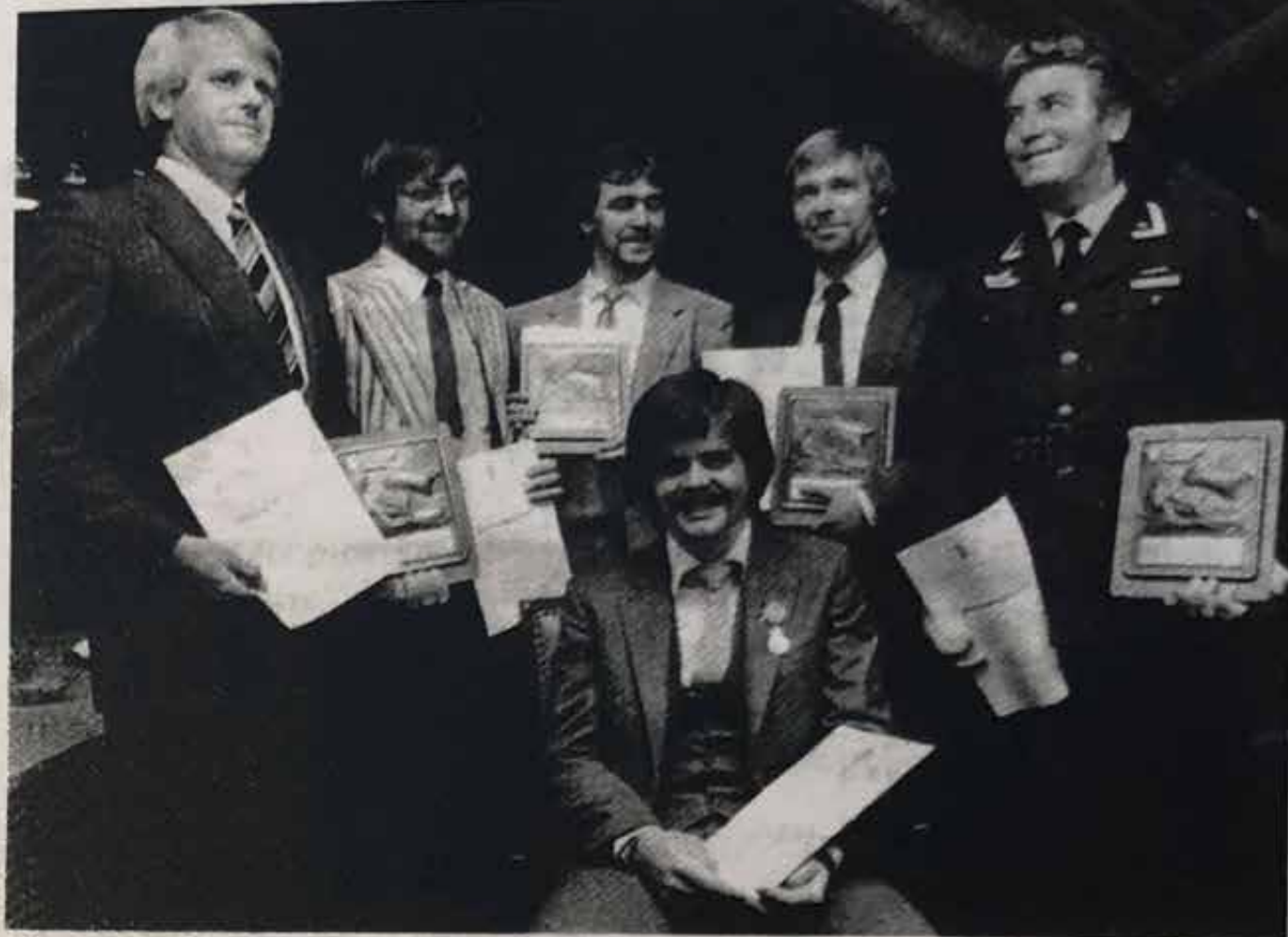
Etter at 17 personer var satt ombord på Ekofisk hotell fra denne livbåten, gikk helikoptret ut igjen og hentet 13 personer som var svært mye skadet og i en annen livbåt. Også her gjorde Ramstad med fare for sitt eget liv et utmerket redningsarbeid. Det er en ære for meg å kunne

deg, sa fylkesmann Kristin Lønningdal.

Men ved siden av Ramstad var det og andre som ble hedret og resten av besetningen på Sea King helikoptret. Viking gjorde det som påhvile dem under den vanskelige redningsaksjonen. Det var to Sea King helikoptre med i redningsarbeidet.

oppgave. På Viking 5.0 var foruten korporal Ramstad, kaptein Øvind Ottesen, løytnant Ørnulf Lien, kaptein Jan Arne Jespersen og kaptein Arthur Elde. På det andre helikoptret Viking 1.1 5.1 var kaptein Nils Reidar Roaldsøy (nå major og leder av skvadronen), løytnant Rolf El-

og på feltet samme natten og kaptein ombord da var Didrik Stonghangen. De plukket opp to mann fra en flåte og 12 mann fra en livbåt. De lå videre «stand by» ved en livbåt med 26 mann inntil de som var ombord ble reddet av et helikopter. I dag seiler kaptein Stonghangen



Her er Ramstad i spissen for de øvrige som på vegne av sine arbeidskolleger mottok plaketter for redningsdåd til sjøs under det samme forlis. Sittende Wilfred Ramstad med sin medalje på brystet. Ellers stående fra venstre kaptein Kristian Næss, Skudeneshavn, radiooperatør Torleif Holsæther, styrmann Kjell Egra, styrmann Reidar Vermundsen, og major Nils Roaldsøy.



Photo: Unknown / Norwegian Petroleum Museum

The crew of West Plover was also recognized for their efforts during the rescue mission. When they arrived at the scene, they saw many people floating in the sea. One of the sailors risked his life in a failed attempt to save them.



Photo: Unknown / Jærmuseet.
Seaking.

26 RESCUED BY LIFEBOAT 1 AND HELICOPTER

As the rig tilts, many of those in the mess hall and cinema room make it to the deck, where Lifeboats 1 and 2 are located. There is only one box of life jackets, as the others have blown into the sea.

Lifeboat 2 quickly sinks underwater and becomes unusable, so about 20 people board Lifeboat 1. After several attempts, they get the engine running, and during the lowering process, more people jump aboard, totaling 26 men.

When the boat hits the water, the hook at the rear does not release, and the boat slams against the rig. Part of the wheelhouse is broken off, and the deck develops a hole. A man manually pulls the release hook, and a wire is cut with an axe, finally releasing the lifeboat.

They maneuver away from the platform and drive over Lifeboat 2, now partially submerged.

The boat takes on water, but it is pumped out. The radio operator manages to send a distress call, but the connection is poor. With few blankets and little clothing, many feel cold through the night. Flares are launched but receive no response.

Around midnight, Lifeboat 1 is spotted by a British helicopter, which notifies that a supply boat is on its way. The boat arrives a couple of hours later, but no one dares to jump aboard due to the weather. Few are wearing life jackets.

DE BERGET 13 MENNESKELIV FRA EN FRÅDENDE NORDSJØ

Et kraftig håndtrykk til rørende takk



• De ville ikke like å bli kalt helter. Når du snakker med dem forteller de helst hvor fantastiske alle andre har vært. De roser radio-operatøren ombord på Edda- og helikopterplattformen sterkt, de har mye godt å si om redningsledelsen på Sola, de forteller gjerne om hvor rolig og fornøytig de forliste ombord i livbåten oppførte seg. Men deres egen historie kommer uten superlativer. Der bruker de nøkterne ord om vindhastigheter, sikt, antall timer i luften og 13 mann heist opp fra en livbåt.

Men de fem ombord i redningshelikopteret med kallesignalet «Viking 91» utførte ikke mindre enn en utrolig innsats. I 20 timer hvor Sea King-helikopteret kastet på seg i de harde vindene. Det krevde topp konsentrasjon hvert sekund. Kaptein Nils Reidar Roaldsøy og annenflyger Rolf Eidem satt med spenke mellom hendene og manøvrerte stett som fjell i orkanen. Aabjørn Olafsen satt med stive armer på radar skjermen. Redningsmann Dag Ellingsen og helikopterfører Lars Egil Fosse

stirret mot vannet. Alle var de på utkikk etter mennesker i nød. Første menn hvis liv var avhengig av de fem.

Stjerningen ombord var rolig. Bare få ord ble vekket over den interne radioen. Alle visste hva de skulle gjøre. Besetningen var gjennomtreinet, nettopp for slike operasjoner. De kjente hverandre, hadde fløyet sammen i lang tid. Hver mann visste at de fire andre tenkte akkurat det samme som han selv, at de forstod hver eneste bevegelse den andre måtte gjøre. Det var et sammensvevset team som fungerte perfekt.

Kaptein Roaldsøy var nøye med å fremheve sitt mannskap. Ville ikke at saken skulle tilfalle sjefen. Forklarte grundig at et redningshelikopter ikke er noe one-man-show.

Som en hånd har 4 fingre har vi 5 mann ombord. Og som en hånd fungerer sammen, gjør vi det, sier kaptein Roaldsøy.

Så begynner han å fortelle om operasjonen. Historien kommer i ren telegramestil:

— Vi hadde stand-by-vakt hjemme den torsdagskvelden.

— Kårene vi plukket opp fra livbåten grep oss hardt i hendene til takk, tydelig rørt og takknemlig over å ha berget livet.

Et kraftig håndtrykk. Det er mer enn takk nok for kaptein Nils Reidar Roaldsøy og hans besetning ombord på Forsvarets redningshelikopter. I 20 timer hang den fem manns store besetning i luften ute i Nordsjøen. Vinden hylte i sterk storm, sikten var minimal, av og til bare 30 meter. Det krevde topp konsentrasjon og innsats. Men de berget 13 menneskeliv. Og hvem tenker da på 20 timers blodid?

Alarmen kom hurtig, bare 10—15 minutter etter at katastrofen var et faktum. Tre kvarter senere var vi i luften på vei utover. Været var meget dårlig, det blåste sterk storm og sikten var elendig.

Vi hadde en lege med utover. Etter å ha sett ham av på Ekofisk gikk vi inn i stykkensområdet. Der måtte vi fly på instrumenter på grunn av den dårlige sikten. Et engelsk fly av typen Nimrod var allerede på plass. Den lå i 10 000 fots høyde og dirigerte redningsaksjonen. De hadde radiokontakt med alle fly, helikoptere og båter som befant seg i området.

— Etter en stund ble sikten så dårlig at helikoptertrafikken ble avblåst. Vi gikk inn på en plattform for å vente. Kort etter kom beskjeden om at en livbåt var funnet. Vi gikk straks inn på radioen og sa vi var villige til å gjøre et forsøk.

— Sikten var fortsatt elendig. Vi måtte ned til 30 meters høyde for å få øyekontakt med helikopteren.

— Vi hadde ikke noen særlige vanskeligheter med å finne livbå-

ten på den oppgitte posisjon. Kårene ombord var tydelig lettet over å se oss.

— Jeg må rose de i livbåten. De var hele tiden så rolige, oppførte seg helt topp. Gjorde alt riktig. Spesielt Jan som sto bakkerst og hadde kommandoen. Han visste tydeligvis hvordan han skulle oppføre seg. Ga oss tegn som hjalp veldig. Tydeligvis kjente han de håndtegn vi bruker ved manøvrering.

— Kårene ombord i livbåten var sjevke og medfattede. Men de viste aldri tegn til panikk. De vi

TEKST: PÅL T. JØRGENSEN



De reddet 13 mann fra en frilandskønn. Fra venstre redningsmann Dag Ellingsen, annenflyger Rolf Eidem, redningsoperatør Ashjorn Olafsen, helikopterfører Lars Egil Fosse og kaptein Nils Reidar Roaldsøy.

hadde heist opp seks stykker, måtte vi gå inn med dem. Dette foran de som var igjen. De slapp løs og lot oss gå. Senere fortalte en av dem som ble tilbake: «Vi visste dere kom tilbake. Vi bare visste dere kom.»

— Etter å ha satt ned de syv

første på Ekofisk dro vi tilbake og tok med seks til. Kårene grep oss hardt i hendene til takk, tydelig rørt og takknemlig over å være i live, sier kaptein Roaldsøy.

I samme nøkterne setninger forteller han også om hvordan han og hans annenflyger manøvrerte helikopteret til plattformen. Etter forskriftens sikte, sikten var på 500 meter før et helikopter får lande på en oljeplattform. Denne natten var sikten 30 meter.

— Radaren var helt uverderlig for oss disse timene. Uten den

kunne vi ha stått stille på Sola. For å kunne se ned på en plattform, brukte vi radaren. Vi flyt så lavt at vi kunne se sjøen. Så manøvrerte vi helt inn til plattformens ben, så var det vi fikk øyekontakt. Vi måtte fly rundt plattformen for å finne helikopterdekke, og deretter bare luftet vi oss opp, forteller Roaldsøy.

Han får det til å være et som en dagligdags tur. Nevner ikke med et ord hvordan vindkastene må ha vært, og hvordan manøvreringen. Hvordan maskinen må ha kastet på seg i den sterke

strømmen. Han bare rolig at «Kårene på de 1300 fotene var noe god å ha.»

De har en krevende jobbdag på 230 avstrømen i Steenvik. Men det er også en morsom jobb. Og kaptein Nils Reidar Roaldsøy får ikke tenke å svare ja på de fristende tilbud som er kommet fra sivile selskaper.

— Jeg har funnet ut at de årene jeg har gjort bak sjøen vil jeg tilbringe ved redningsstasjonen. Det er et mer givende jobb enn noen annen, sier kaptein Roaldsøy.

FOTO: ODDBJØRN MONSEN



Photo: Unknown / Olafsen
Engineer and elevator operator Lars Egil Fosse.

The helicopter Viking 51 from the 330 Squadron arrives and rescues 13 people between 02:00 and 02:30 am., but the rescue winch fails, and the operation must be aborted.



Photo: Unknown / Olafsen
Radio operator Asbjørn Olafsen.

The remaining 13 people are rescued early in the morning by the Viking 50 helicopter from the same squadron..



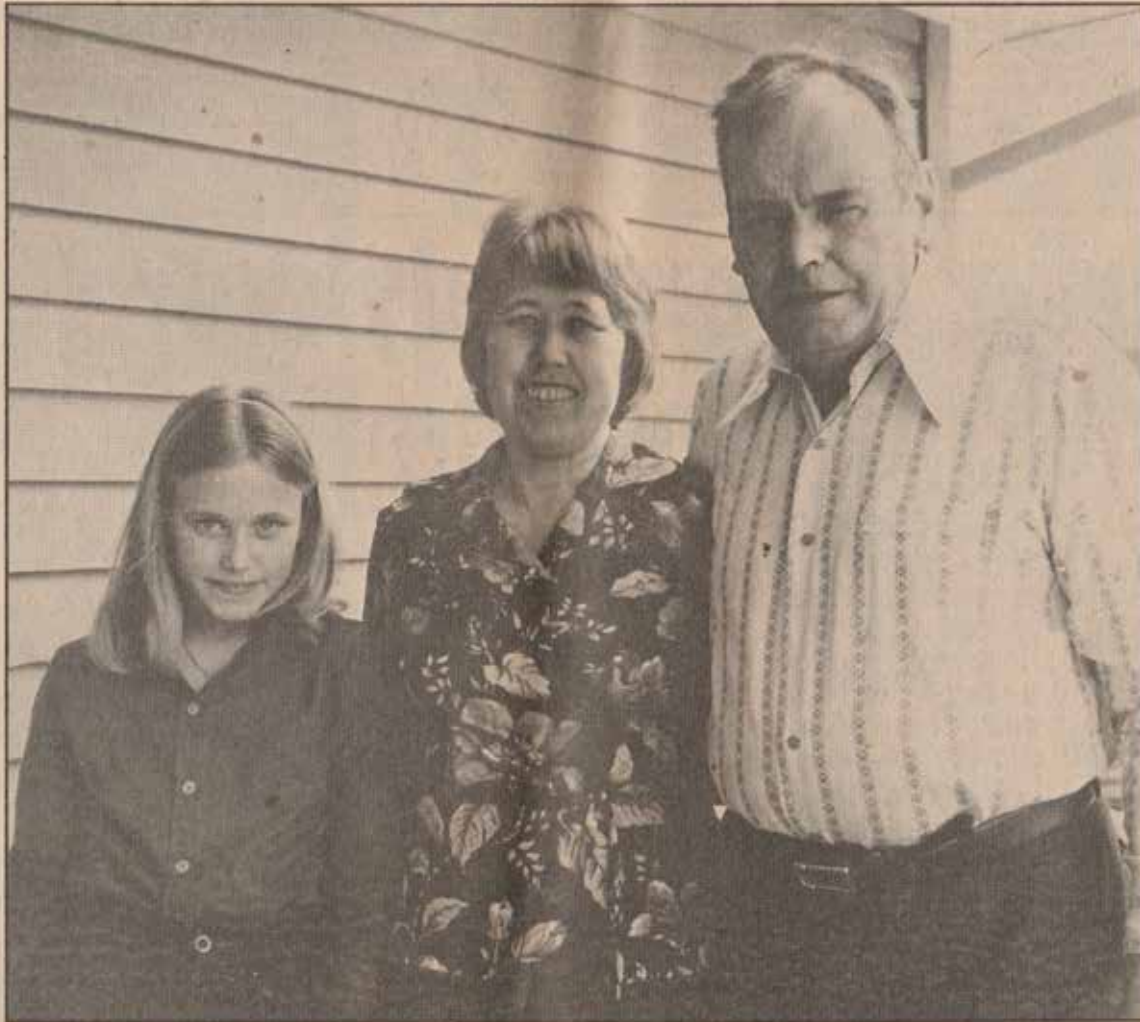
Photo: Unknown / Olafsen
Rolf Eidem.

ADOLF SUNDT is sitting at the back of the cinema room when the flotel begins to tilt, and chairs slide down toward him. He manages to avoid them and tries to reach the door but struggles to climb up the floor with nothing to hold onto. He escapes through a square window that opens onto the boat deck where Lifeboat 1 and Lifeboat 2 are hanging.

Adolf enters Lifeboat 1 and starts the engine. The boat is lowered but remains stuck. Part of the wheelhouse breaks off, and a hole opens in the deck at the front. Finally, someone releases the last hook, and they manage to move away from the flotel. Adolf, who is the radio operator, sends out a mayday signal and receives confirmation from the Ekofisk hotel. He is rescued by helicopter in the morning.



Photo: Sundt, private
Adolf Sundt.



Carl Andersen sammen med hustru, Birgit, og minstebarnet Linda (12) fotografert på verandaen hjemme på Arnes i Lyngdal i går.

Newspaper facsimile.



Photo: Erik Hagen / Vi Menn

Carl George Andersen calls home to say he survived.

ARNE GUNNAR VINTLAND is in the galley when the alarm sounds. He checks the time, which shows 06:33 pm. He quickly exits into the hallway and stops at his cabin to grab a life jacket before continuing down to the lifeboats. Arne is one of the last to reach Lifeboat 1, which he has to jump into. The rig has tilted so much that the boat only needs to be lowered 2-3 meters before it reaches the sea. He is rescued by the second helicopter that arrives around 03:00 in the morning.

BENGT BARCLAY DE TOLLY HAMMER is in the small cinema room by the door, operating the projector. When the rig tilts, he quickly exits into the corridor, goes through the mess hall, and out an emergency exit to the deck where Lifeboat 1 and Lifeboat 2 are located. When he reaches the life jacket box, only three remain. He opens the aft hatch on Lifeboat 1 and helps start the engine. The lifeboat is lowered but hits the platform because the last hook doesn't release. Part of the wheelhouse breaks off, creating space for Bengt to stand at the back and manually pull the release hook, freeing the lifeboat. He is rescued by a helicopter around 02:00 am. in the night.

CARL GEORGE ANDERSEN is scrubbing pots in the galley when he hears a bang that seems to come from the deck, followed by another bang. The rig tilts to the side, and Carl thinks it must be sabotage and fears World War III has begun. He helps the cook, who has fallen into a corner and is stuck. Together, they make their way to Lifeboat 1. They are rescued by helicopter in the morning, two at a time.

CASTOR GONZALEZ GONZALEZ is working in the kitchen when he hears a tremendous crash. The rig tilts, but he manages to get into the lifeboat. He is picked up by a helicopter around 02:30 am.



Photo: Erik Hagen / Vi Menn.
From left unknown, Trond Erik Pettersen, Frank Einar Fredriksen,
Theis Salvesen, and Sigve Klungland.



Photo: Wahlstrøm, private
Ellef Andreas Friis Wahlstrøm.

ELLEF ANDREAS FRIIS WAHLSTRØM is in the small cinema room when the accident occurs. He opens a sliding door, jumps out, and climbs down to the deck where Lifeboat 1 and Lifeboat 2 are located. He grabs the last life jacket and boards Lifeboat 1, which is lowered. He is picked up by helicopter at 06:00 in the morning.

FRANCISCO MARTINEZ SANTOS a cook from Spain, is sleeping when he is awakened by a loud crash around 18:30. He runs out onto the deck, grabs a life jacket, and heads to Lifeboat 1.

FRANK EINAR FREDRIKSEN is in the laundry room on his way to wake up catering personnel when the accident occurs. He makes his way into the corridor, through the laundry room, and up the stairs to the main deck. As the main deck submerges, he is thrown into the sea. He swims for about 10 minutes before reaching Lifeboat 5. After approximately 11 hours, he is rescued by a helicopter at 6:00 a.m.

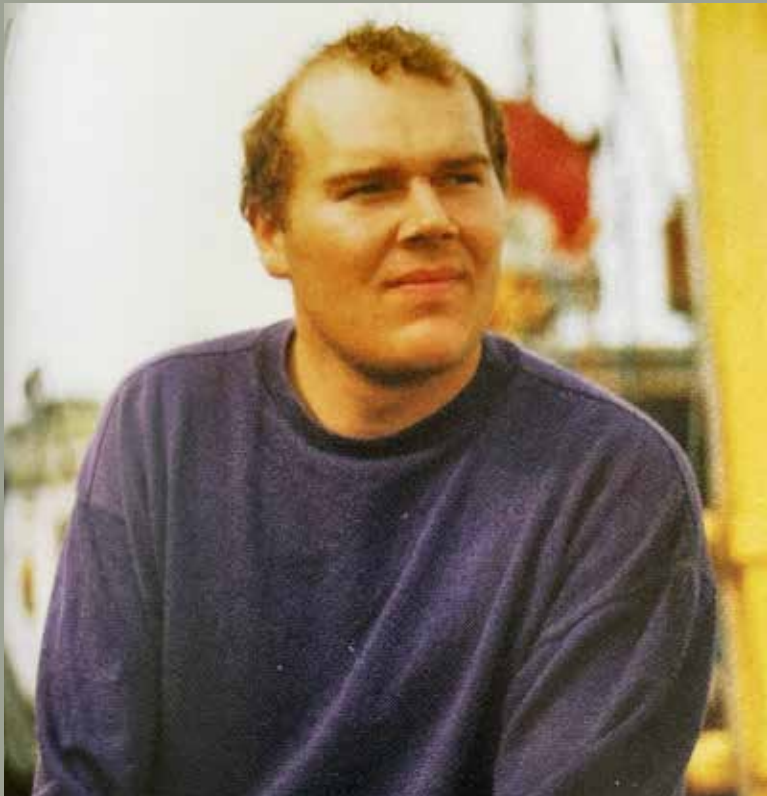


Photo: Fagermo, private
Gunnar Fagermo.



Photo: Hansen, private
Harald Bjørn Hansen.

GEIR VESTRE He makes his way into the corridor, through the laundry room, and up the stairs to the main deck. As the main deck submerges, he is thrown into the sea. He swims for about 10 minutes before reaching Lifeboat 5. After approximately 11 hours, he is rescued by a helicopter at 6:00 a.m.

GUNNAR FAGERMO He makes his way into the corridor, through the laundry room, and up the stairs to the main deck. As the main deck submerges, he is thrown into the sea. He swims for about 10 minutes before reaching Lifeboat 5. After approximately 11 hours, he is rescued by a helicopter at 6:00 a.m.

He makes his way into the corridor, through the laundry room, and up the stairs to the main deck. As the main deck submerges, he is thrown into the sea. He swims for about 10 minutes before reaching Lifeboat 5. After approximately 11 hours, he is rescued by a helicopter at 6:00 a.m.

GUNNAR JOHAN GUTTORMSEN is in the mess hall when the flotel tilts. All loose items come sliding down: food, pots with sauce, plates, and the ice cream machine. Everything ends up on the floor, making it incredibly slippery. Gunnar slips, and it's nearly impossible to move on the sloping floor. Fortunately, the tables are bolted down, and he crawls up alongside them. He sees that the emergency exit to the lifeboats is opened and heads outside. One lifeboat is being destroyed, so Gunnar climbs up to the other lifeboat, which is positioned higher and clear of the sea. Gunnar is among the first 13 rescued by helicopter.

HARALD BJØRN HANSEN He makes his way into the corridor, through the laundry room, and up the stairs to the main deck. As the main deck submerges, he is thrown into the sea. He swims for about 10 minutes before reaching Lifeboat 5. After approximately 11 hours, he is rescued by a helicopter at 6:00 a.m.

KATASTROFEN I NORDSJØ

Odd Osland (59) overlevde katastrofen:

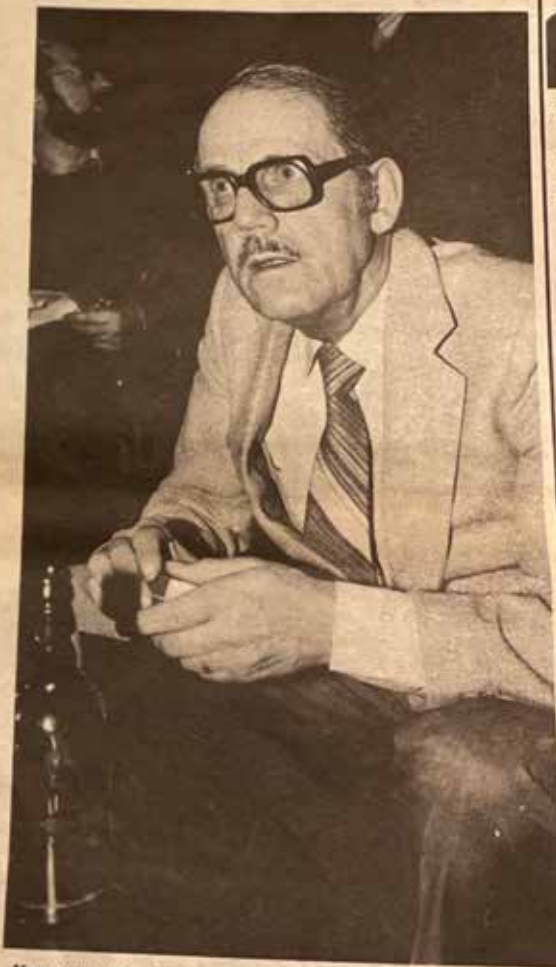
— JEG REISER UT IGJEN SNART

- Hvorfor skal jeg ikke dra ut igjen på feltet? En slik opplevelse kan man vel ikke få mer enn en gang i sitt liv. Slik reagerer Odd Osland (59) fra Haugesund når han blir spurt om han er ferdig med oljevirksomheten etter Ekofisk-ulykken. Osland som er teknisk sjef om bord på Edda-plattformen, er en av de foreløpig siste som er funnet i live etter ulykken.

- Jeg var på lugaren min og var akkurat i ferd med å egge meg da jeg plutselig lærte to smell like etter hverandre. Jeg reagerte ikke noe særlig med det samme, like smell er normale når det er orkan og opprevet sjø. Først tenkte jeg at jeg skulle rholde meg i ro på lugaren, men da jeg merket at plattformen fikk slagside klam- jeg med til nærmeste og kjempet meg ut på våtdekket.

oss hjem. Vi holdt rundt hverandre for å holde varmen. De fleste av oss ble sjesyke, men noen av oss var i stand til å holde kontakten over nødradio med en av supplybåtene. Men vi visste jo ikke hvor vi var, og hadde derfor ingen mulighet til å dirigere noen båt mot oss.

De 28 i livbåten ble tatt opp av et militært rednings helikopter ved 6.30-tida i går morges. Da var de dyvåte og forfrosset etter å ha opp-



Haugesunderen Odd Osland (59) fotografert like etter at han kom inn til Stavanger i går formiddag. Han kommer til å reise ut igjen like etter påske. - Dette kan ikke skje meg en gang til, sier Osland i dag.

JARLE ANDREASSEN is in the mess hall when the accident occurs. He has worked as an assistant in catering for two years and has applied many times to attend a safety course, but was rejected due to lack of space. He makes his way out into the corridor, then to Lifeboat 1, and secures a life vest. He is picked up by helicopter at 03:00 a.m.

JAROSLAV PINOS is in the mess hall when the accident happens. He believes the rig will sink and flees to the deck. To reach the main deck, he has to climb a ladder. The rig shakes so violently that he hits his head and is injured. The rig now tilts at about 45 degrees. He sees the light from the exit and crawls with hands and feet to the deck. He boards Lifeboat 1 and is picked up by a rescue helicopter after seven hours.

JOSÉ FERREIRA DE SOUZA is in the mess hall when the accident occurs. He makes his way out through an emergency exit to Lifeboat 1. He fears no one will find the lifeboat in the increasingly high waves, but he is rescued by helicopter at 02:30 a.m. at night.

ODD OSLAND, technical chief at Stavanger Drilling, arrives at the platform at 12:00 on the day of the accident. He is in his own cabin, about to lie down, when the rig tilts over. He quickly puts on slippers and pants. Initially, he considers staying on board, but sees people heading towards Lifeboat 1. Odd makes his way to the lifeboat, believing he is the last person to board. He is rescued by a helicopter early in the morning.

ODDVAR ENGELSGJERD is in the mess hall, waiting to call home when the rig suddenly tilts. All loose items are thrown around the room, and he is hit by several objects. He also receives boiling water over his left foot. Despite the pain, he manages to leave the mess hall and jumps down to the lifeboat deck, where he finds a place in Lifeboat 1. He is rescued around 06:00 a.m. by helicopter.

PAUL RAYMOND WITTER is in the shower when the accident occurs. He rushes out into the corridor and heads to the deck, where he makes his way to Lifeboat 1. After being at sea in Lifeboat 1, he is rescued at 06:00 a.m. by helicopter.



Photo of the hydrophone that was welded into the brace on the D-column on Alexander L. Kielland, where a welding defect caused a fatigue crack that led to the column breaking and the rig capsizing.

Photo: Norwegian Petroleum Museum artifact collection

Foto: Norsk Oljemuseum sin gjenstandssamling



Photo: Deane, private
Ronald Deane.

PAUL TRYGVE RØYSLAND has just showered and is in his cabin when the flotel begins to tilt. He hurries aft on the port side to Lifeboat 1, for which he is responsible.

Those gathered in Lifeboat 1 are mainly individuals assigned to that boat, but also some from other lifeboats. Lifeboat 2 is unusable and is submerged. As they leave the rig and move to the port side, half the helicopter deck is underwater.

REIDAR SELVIG is in the storage room on the lowest deck, in the corridor near Lifeboat 1, together with a sailor. When the alarm sounds, they both react quickly and run to Lifeboat 1. They are among the first to arrive at this muster point.

RONALD DEANE is in his usual cabin below the mess hall when the accident occurs. He quickly makes his way out into the corridor and to the lifeboat deck, where he is the last person into Lifeboat 1. He is picked up by the first helicopter that arrives, before its winch fails, forcing it to abort its rescue mission.



ANDER L. KIELLAND

LITTA KIELLAND

Photo: Norwegian Petroleum Museum artifact collection
Life buoy from Kielland.



Photo: Salvesen, private
Theis Salvesen.

SIGVE KLUNGLAND is in the mess hall when the rig begins to tilt. All loose items come crashing down. He suffers minor burns from hot water but is otherwise unhurt. He is the last person to leave the mess hall. When he reaches the deck, there are no life jackets left. He retrieves his own life jacket from his cabin. The lifeboat has already started lowering when he returns, so he has to jump down to board. Two others also board after him. He is rescued by a helicopter in the morning.

THEIS SALVESEN is working in the mess hall, serving when the rig begins to tilt. He runs out through a sliding door to the small cinema, where two men are struggling to escape because they are only wearing socks. He reaches the exit door behind the screen and moves to Lifeboat 1. Initially, the lifeboat doesn't release, but when they finally reach the water, he sits next to the radio operator. Since the radio operator has lost his glasses, Theis helps to send the distress signal.

Theis is one of the last people rescued by helicopter at 06:00 a.m. in the morning.



Photo: Unknown / Andersen Private.
Thorleif Endresen thanks Carl George Andersen for saving his life.

THOR OLSEN is asleep in his cabin when the alarm sounds. He quickly puts on pants and a life jacket before stepping into the corridor. From there, he makes his way to Lifeboat 1.

He is rescued by helicopter at 05:30 a.m. in the morning.

THORLEIF (EMIL) ENDRESEN is in the galley when the rig tilts. His foot gets stuck behind an oven. He tries to avoid the stream of boiling oil from an overturned pot. He receives help from Carl Georg Andersen, who frees him. Together, they make their way out of the galley to Lifeboat 1.

Thorleif remains in the lifeboat until he is picked up by a rescue helicopter around 03:00 a.m.

TROND ERIK PETERSEN is in the small cinema when there are two jolts on the platform that he perceives as waves. The third jolt sounds more like paper tearing, only much louder. The rig then tilts 45 degrees. He is only wearing socks and is unable to stand. He throws the film projector at a window, which “explodes,” clearing the window frame of glass shards, and exits the cinema as the last person. He then heads to Lifeboat 1, which is lowered shortly after.

He is picked up by a helicopter around 02:00 a.m. at night.



Photo: Børre Børretzen / Norwegian Petroleum Museum
Search operation near Edda after the accident.

"We heard a distress call from Edda asking all vessels to proceed to the accident site. Our boat usually only went this far out in the summer.

We arrived at the accident site around 2:00 a.m. It was pitch dark, and without a searchlight, we couldn't see anything. Only when daylight arrived were we able to see clearly.

We passed the rig, which had capsized, and saw bodies floating in the sea, most wearing only T-shirts and jeans. Using a boat hook, we retrieved seven bodies. We were not equipped for this kind of task. We had no body bags and only a single engine, so it was impossible to pull alongside a supply ship to transfer the bodies.

Eventually, a ship came to assist us, along with a navy vessel with young recruits who took the bodies aboard their ship."

(Victor Allan, a fisherman from Lowestoft on the south coast of England, in Alexander L. Kielland Memorial Bank)



Photo: Else M. Tungland / Norwegian Petroleum Museum
Victor Allan.

Call in and see our superb selection of diamond engagement rings.

11 WALLASEY ROAD

630 2000

Friday April 18 1980



Wife weeps at oil rig victim's funeral



THE body of former Leasowe surveyor Alan Beggs, aged 26, missing after the North Sea oil-rig disaster, was cremated in Wallasey yesterday.

Mr. Beggs' body was recovered from the crippled rig, the Alexander Keiland, which capsized in fierce seas off Stavanger in Norway three weeks ago.

His body was flown home for a funeral service held yesterday at St. James Church, New Brighton, followed by cremation at Landican.

The news meant the end of an agonising wait

for parents Joan and Matt Beggs, of Twickenham Drive, and wife Lynne, also formerly of Leasowe, who wept as the cortege entered the church.

Since the fateful night of

the disaster on March 27, the family had been waiting and hoping for news of Mr. Beggs. He had been due to be lifted off the Alexander Keiland to another rig just half an hour before it capsized.

The dead man's father told how the family had heard of the rig tragedy on a television news bulletin—not knowing their son was on board.

"My wife and I were watching the news at 9 pm and saw the rig going over. We knew Alan worked on the rigs but never connected him with the Alexander Keiland," said Mr. Beggs.

"Shortly after 9 pm we rang the firm he worked for and were told his name

Radiographers from Victoria Central against the Clegg Commission's either a longer working week or country are officially on strike too already staged a lightning strike members of the public. It is hor the ra

Man was lying on verge

A man discovered lying on the grass verge near motor cycle was found to have consumed over 100 times the legal limit driving, Wirral mag were told by Insp. Cooke, prosecuting George Bridson, hospital porter

ice praised

Insuring against

Brother's kidney

l's l's

THE DECEASED, PRIVATE PHOTOS

SOURCE: ARCHIVES AND CONTRIBUTIONS

KILDE: ARKIVVERKET OG INNKOMNE BIDRAG

The images on the following pages are photographs shared by the families of the deceased for use in this book. Additionally, we have included some images found in the National Archives, sourced from police records after the accident. These photos were submitted by family members to assist in identifying the deceased. They were not returned to the families afterward, so some may experience seeing a "new" picture of their father.

IN MEMORY OF THOSE WE LOST



Aimo Rikhard Kulmala
Grimstad,
38 years



Alan Beggs
Merseyside, UK,
27 years



Alfred Johannes Vassnes
Kolbeinsvik, Vestland,
49 years



Arild Kristen Didriksen
Stokke, Vestfold,
30 years



Arne Jørgen Eggen
Sandefjord,
35 years



Arne Lie
Vestland, 29 years



Photo: Lie, private

"Arne was a bachelor and musician, a dear family friend. He was a very lively and cheerful guy who often stopped by with chocolates and cakes from Ivar's Bakery for my sister and me. I found it incomprehensible that he was gone and would never come back to us. Arne was very popular in our family and also visited others in Nordheim."

(Arild Johan Nilssen, son of survivor John Arild Nilssen, in Alexander L. Kielland Memorial Bank)

IN MEMORY OF THOSE WE LOST



Arne Magnus Olsen
Ågotnes, Vestland,
36 years



Arne Thomassen
Lillesand,
31 years



Arne Thorbjørn Jørgensen
Sandefjord,
47 years



Arne Årstad
Gyland, Agder,
44 years



Arnt Egil Korsnes
Kristiansund,
26 years



Arvid Matias Johansen
Haugesund,
26 years

IN MEMORY OF THOSE WE LOST



Barry Bruce Pickup
Nottingham, UK,
36 years



Bjarne Melkevik
Slåttevik, Rogaland,
31 years



Bjørn Einar Winge
Skien,
33 years



Bjørn Skaanes Iveland
Agder,
38 years



Brian Graham
Cleator Moor Cumbria, UK.
31 years



Brian Owen Dawson
Lowestoft, UK,
36 years

IN MEMORY OF THOSE WE LOST



Colin Lamb, Whitehaven
Cumbria, UK,
44 years



David Lawrence Elliot
Gateshead, UK,
35 years



Edward Laxon
Bedford, UK,
52 years



Egil Mørch
Mandal,
37 years



Einar Adolf Gaulen
Førdesfjorden, Rogaland,
52 years



Eivind Falkum
Marnardal, Agder,
31 years



Einar Adolf Gaulen.

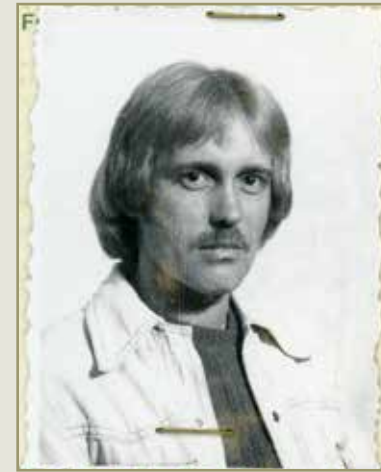
IN MEMORY OF THOSE WE LOST



Erik Leknes
Haugesund,
19 years



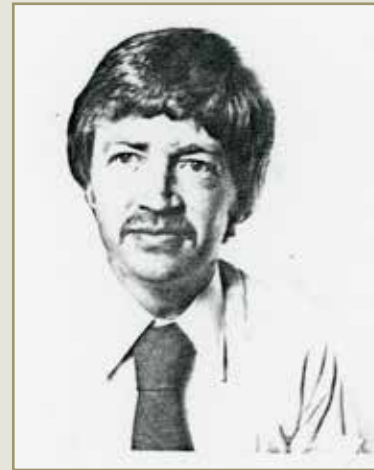
Erling Pedersen
Avaldsnes, Karmøy,
35 years



Ernst Rafael Hedman
Sveio, Vestland,
34 years



Fredrik Haslund
Pusnes, Agder,
40 years



Georg Christopher Purcell
Essex, UK,
31 years



George Terence Collins
Newcastle upon Tyne, UK,
37 years

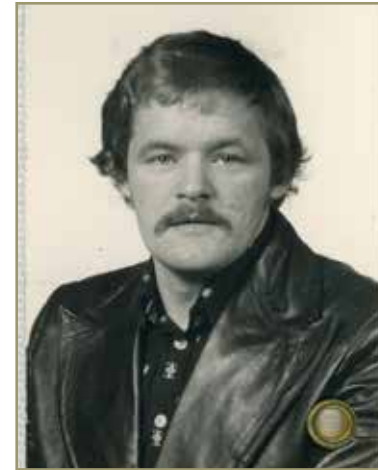
IN MEMORY OF THOSE WE LOST



Gunnar Martin Torsteinbu
Stavanger,
28 years



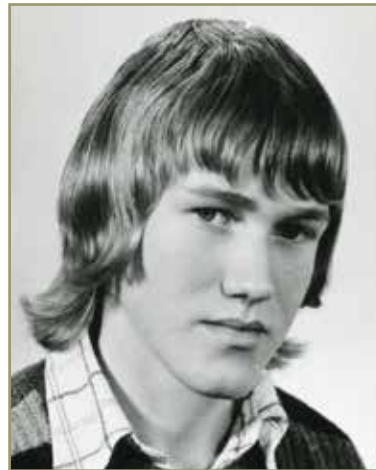
Gunvald Holgersen
Grindafjord, Rogaland,
26 years



Hans Herbert Hansen
Island,
33 years



Harald Godtfred Øyerhamn
Sveio, Vestland,
35 years



Ingebrekt Glærum
Surnadal, Møre og Romsdal,
22 years



Ivar Alfred Olsen
Arendal,
29 years

IN MEMORY OF THOSE WE LOST



Ivar Ellingsen
Risør,
30 years



Ivar Hansen
Vennesla, Agder,
35 years



Ivar Joakim Hægeland,
Vågsbygd, Agder,
47 years



Ivar Traa
Førdesfjorden, Rogaland,
42 years



James Edward Poulter,
South Humberside, UK,
39 years



Jan Edvin Bringsvor
Grindafjorden, Rogaland,
30 years



Ivar Hansen and his son Tommy.

IN MEMORY OF THOSE WE LOST



Jan Geir Hansen
Horten,
28 years



Jan Heintz
Kristiansand,
45 years



Joar Asbjørn Dyrstad
Kleppestø, Rogaland,
36 years



John Agnar Skogøy
Haugesund,
26 years



John Christopher Murray
Norwich, UK,
33 years

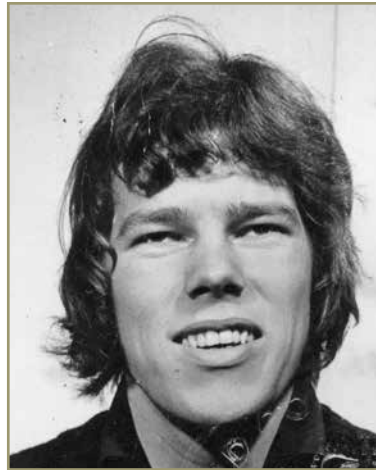


John McGrady
Cleator Moor, Cumbria, UK,
43 years

IN MEMORY OF THOSE WE LOST



John Michael Harris
Grimsby, UK,
29 years



John Richard Phillips
Cumbria, UK,
30 years



John Richardson
Newcastle upon Tyne, UK,
40 years



John Tegowski
Nottinghamshire, UK,
29 years



Johnny Mauland
Jørpeland, Rogaland,
29 years



John Ivar Waale
Notodden,
24 years

IN MEMORY OF THOSE WE LOST



Jostein Vaagsbø
Os,
27 years



Karl Erik Østvedt
Skien,
27 years



Karstein Berland
Bergen,
27 years



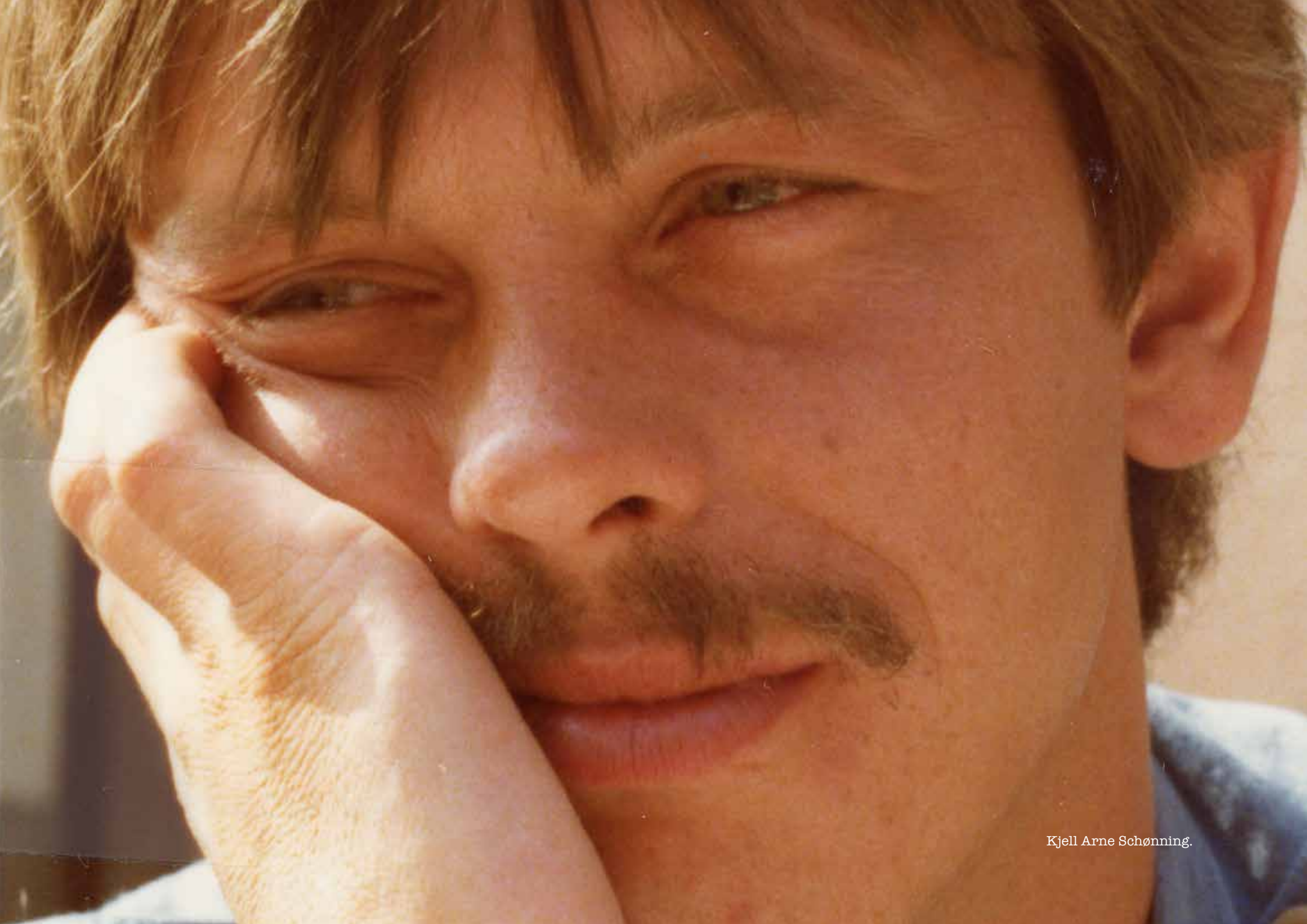
Keith Hunter
Cleator Moor, Cumbria, UK,
34 years



Kjell Arne Schønning
Haugesund,
30 years



Kjell Hagen
Lillesand,
40 years



Kjell Arne Schønning.

IN MEMORY OF THOSE WE LOST



Kjell Skagestad
Mandal,
29 years



Knut Agnar Amundsen
Sogndal,
42 years



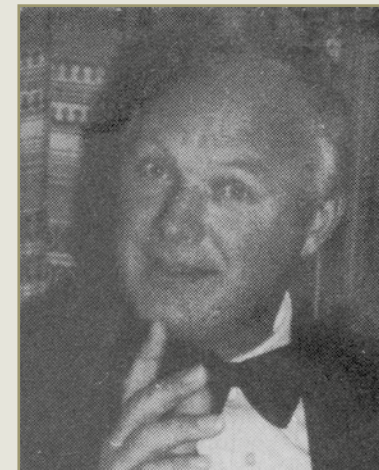
Knut Kulia
Kristiansand,
51 years



Knut Magnor Helgeland
Torvastad, Rogaland,
38 years



Kåre Tarald Augland
Kristiansand,
35 years



Kåre Marthon Jess
Flekkefjord,
47 years

IN MEMORY OF THOSE WE LOST



Lothar H. W. Moritz Apostel
Tyskland,
37 years



Louis Thoralf Larsen
Pusnes, Agder,
55 years



Magnar Sæbø
Sæbøvik, Vestland,
30 years



Magne Bernhard
Birkeland, Treungen, Telemark,
36 years



Markku Ilmari Lehtinen
Grimstad,
34 years



Michael Antony Stuart
Aberdeen, UK,
30 years



Jan Edvin Bringsvor.

IN MEMORY OF THOSE WE LOST



Kåre Viken
Bergen,
41 years



Lars Johan Iversen
Førdesfjorden, Rogaland,
42 years



Lars Tanke Hansen
Lyngdal,
43 years



Laszlo Haijek
Klæbu, Trøndelag,
27 years



Leif Bjarne Johansen
Birkeland, Agder
48 years



Leif Ø. Reve
Kleppe, Rogaland
33 years

IN MEMORY OF THOSE WE LOST



Michael Fleming
Newcastle upon Tyne, UK,
37 years



Odd Bjørn Wiberg
Kristiansand,
46 years



Odd Einar Stumo
Førdesfjorden, Rogaland,
33 years



Odd Gordon Hansen
Åvik, Agder,
36 years



Odd Kjell Nilsen
Rykene, Agder,
33 years



Odd Sigmund Kråkø
Mjølkeråen, Vestland,
32 years

IN MEMORY OF THOSE WE LOST



Olav Lia
Søgne, Agder,
42 years



Olav Sønderland
Drangedal, Telemark,
28 years



Otto Johannessen
Sveio, Vestland,
45 years



Patrick Josef Pender
Derbyshire, UK,
42 years



Paul Ian Thomas
Wales, UK,
30 years



Paul Paulsen
Haugesund,
51 years

IN MEMORY OF THOSE WE LOST



Rolf Laurits Lervik
Førdesfjorden, Rogaland,
30 years



Rolf Henrik Martinsen
Kristiansand,
57 years



Steinar Johansen
Brennåsen, Agder,
27 years



Svein Arild Tversland
Kristiansand,
30 years



Svein Magne Vikan
Trondheim,
30 years



Svein Ove Olsen
Førdesfjorden, Rogaland,
33 years



Alan Beggs on the left, likely
Paul Ian Thomas.

IN MEMORY OF THOSE WE LOST



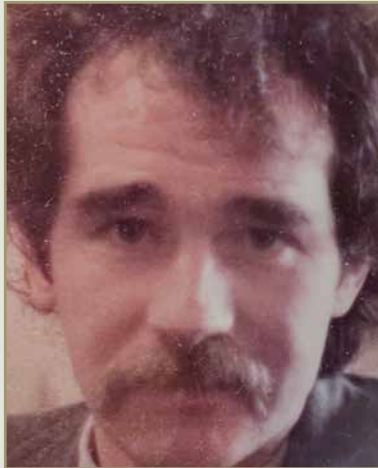
Paul Thorbjørn Pedersen
Vågsbygd, Agder,
31 years



Per Bjarne Hofstad
Trondheim,
26 years



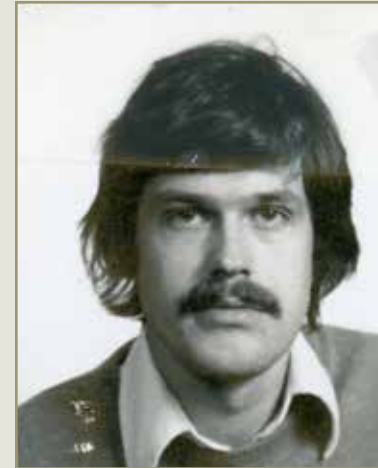
Per Harald Ihme
Mandal,
23 years



Richard Milne
Renfrew, UK,
34 years



Robert Andrew Duncan
"Robbie" Morrison
Aberdeen, UK, 25 years



Rolf Arthur Reme
Sandnes,
28 years

IN MEMORY OF THOSE WE LOST



Svein Ramsdal
Bergen,
34 years



Svein Steinar Hansen
Karmøy,
29 years



Sven Harald Moseid
Farsund, Agder,
30 years



Terje Egeland
Spangøeid, Agder,
20 years



Terje Kristoffersen Hansen
Karmøy,
30 years



Thomas Prior
South Shields, UK,
36 years



Torvid Valle with his daughter Tove.

IN MEMORY OF THOSE WE LOST



Tom Arne Skomedal
Nodeland, Agder,
24 years



Tommy Andersson
Kungälv, Sweden,
32 years



Tor Arvid Austbø
Vanse, Agder,
21 years



Tor Øisang
Skien,
33 years



Tor Åge Kolbeinsen
Haugesund,
28 years



Tore Pedersen
Mandal,
31 years

IN MEMORY OF THOSE WE LOST



Torstein Sæd
Stavanger,
49 years



Torvid Valle
Åmli, Agder,
30 years



Vidar Sandbakken
Konsmo, Agder,
23 years



Vidar Skjervøy
Trondheim,
26 years



Wilhelm Gjerde
Førdesfjorden, Rogaland,
39 years



Øyvind Anders Salhus
Haugesund,
24 years



Vidar Skjervøy.

IN MEMORY OF THOSE WE LOST



Øyvind Johansen
Grimstad,
32 years



Åge Normann Pedersen
Haugesund,
29 years



Åge Thoresen
Sandnes,
43 years



Family of Magnar Sæbø.



Magnar was the eldest of seven siblings.
From left: Kjell Sverre, Magnar, Halstein, Kjersti, Reidar, Gunn Marit, and Tore.



Gunnar M. Torsteinbu.



Wilhelm Gjerde.



Georg Terrance Collins.



Odd Sigmund Kråkø on the left.



Alan Beggs, who perished in the accident,
in the center with siblings.



Gunvald Holgersen.



Rolf Reme with his siblings Marianne and Kian..



Colin Lamb, third from the left.



Joar Asbjørn Dyrstad.

THE GOOD MEMORIES



Arvid Mathias Johansen with his wife.



Øyerhamn with his wife, Raket.



Johnny Mauland with his wife.



Wedding photo of John Christopher Murray and his wife.

THE GOOD MEMORIES



Odd Sigmund Kråkø and his wife.



Tom Arne Skomedal and his wife, Kirsten.



Eivind Falkum with his wife.

THE GOOD MEMORIES



Barry Bruce Pickup and his wife, Rose.



Bjarne and his wife Bodil Melkevik.



Magnar Sæbø and his wife..



Vidar Skjervøy with Bente.



Richard Milne and his wife, Olive.



Odd Sigmund Kråkø and his wife.

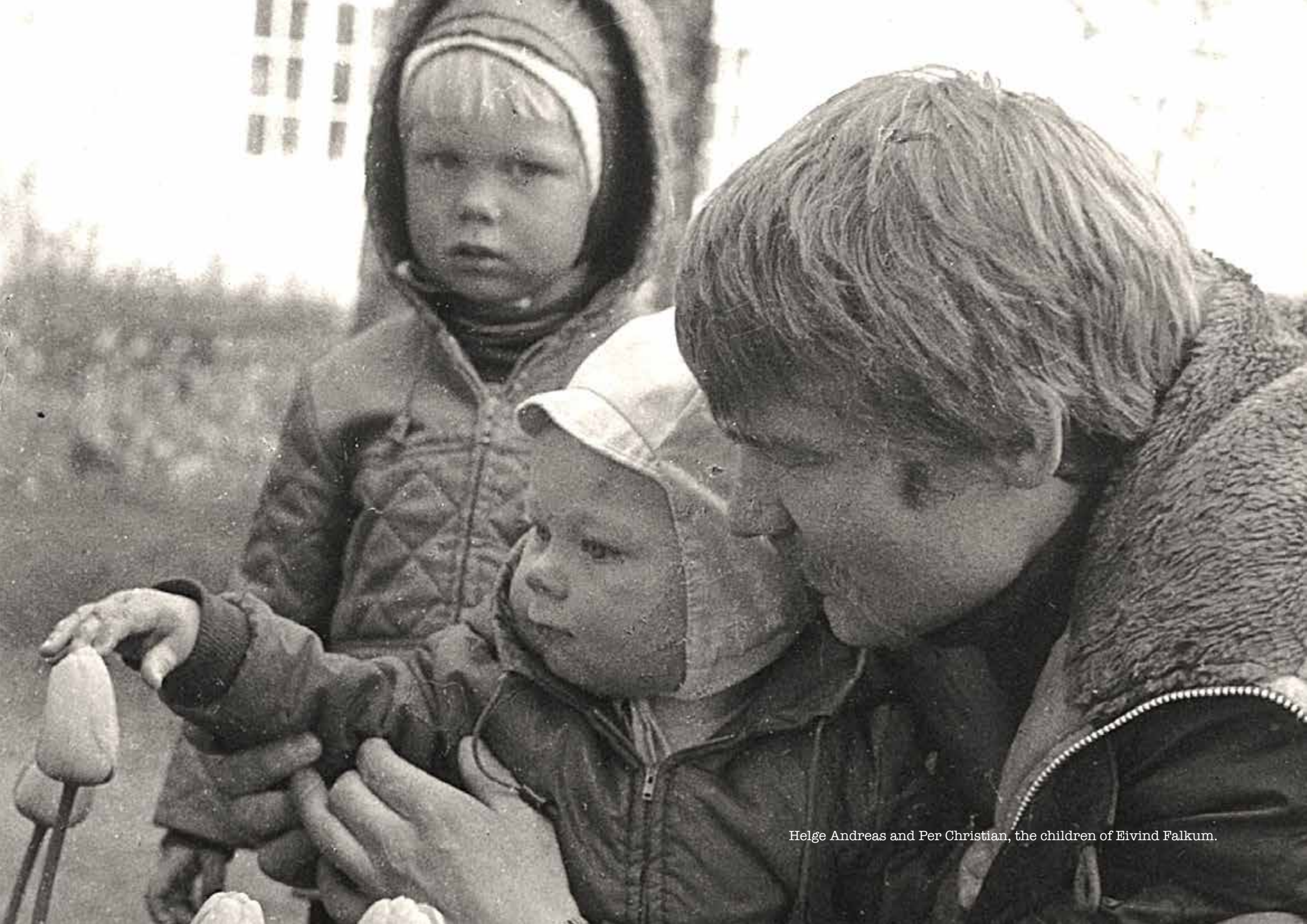
It is estimated that between 300-400 children were directly affected by the Alexander L. Kielland disaster.

The men who perished in the Alexander L. Kielland disaster left behind over 200 children, who received a compensation payout.

The number of children the 89 survivors had was not recorded, and they received no compensation. The documentation project has shown that the children of the survivors were also affected by the disaster.

"I dream about him all the time. Having a father is something you miss in life. It feels as though he left us and never came back. He's in my dreams. At least I shared my first beer with my father. That was Christmas 1979. I remember it well."

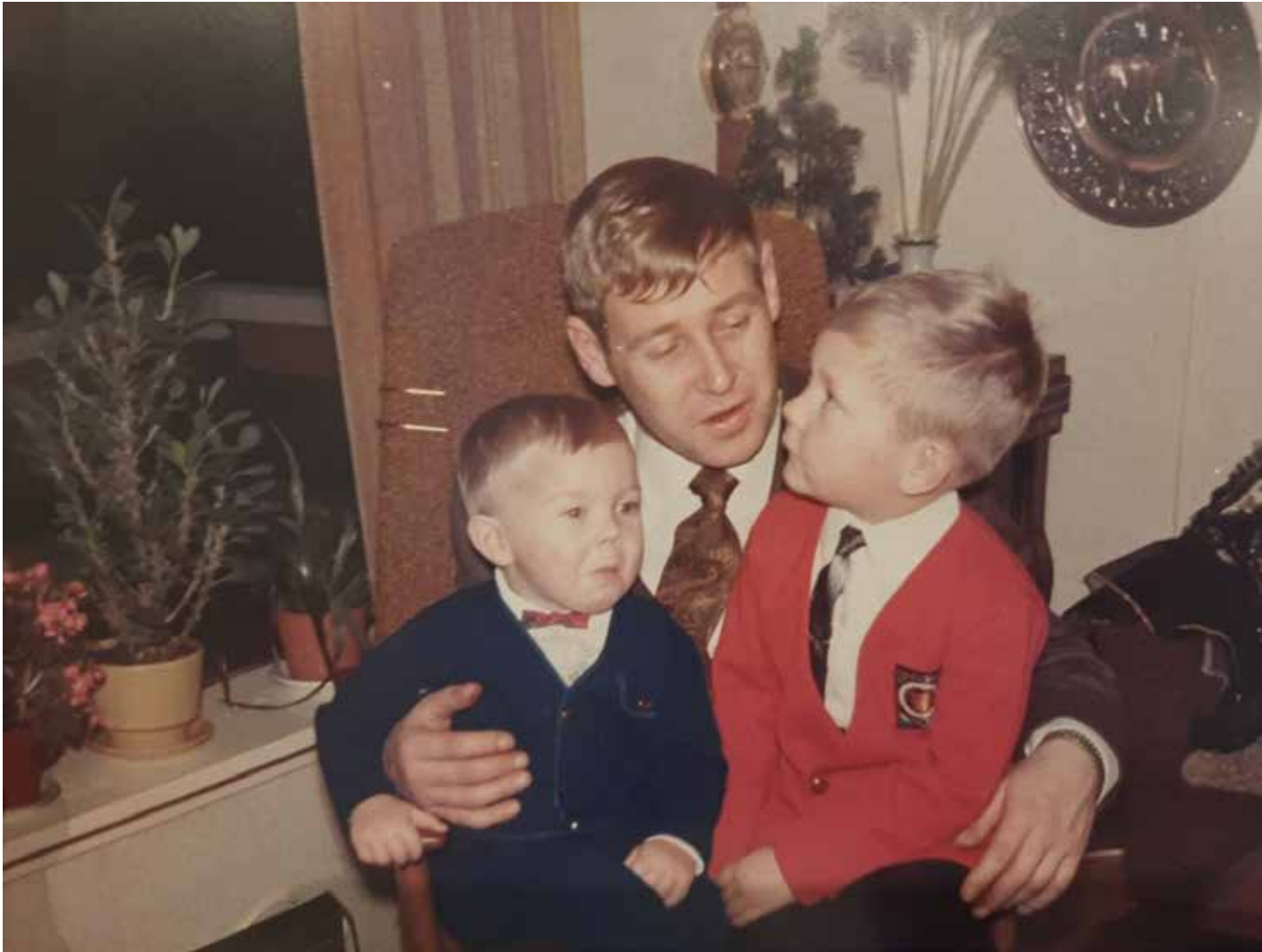
—Colin (17), son of the late Colin Lamb..



Helge Andreas and Per Christian, the children of Eivind Falkum.



Knut Amundsen and his children.



Kjell Hagen with his sons Johnny (left) and Kenneth.



Leif Ø. Reve with his daughter..



John Agnar Skogøy with his family.



Erling Pedersen.



Eivind Falkum with his children, Helge Andreas and Per Christian.

**THOSE WHO LOST LOVED ONES IN THE ALEXANDER L. KIELLAND
DISASTER HAVE MUCH IN COMMON.**



James Edward Poulter.



Graham Poulter.

"Something was stolen from us, something we'll never get back. No matter what we do, it will not return. Even today, when I talk about it, I feel like a 9-year-old boy and I can still feel the same pain."

—Graham (9 years old), son of the late James Edward Poulter.

HOW THEY FOUND OUT...

"There were lots of people in the living room at home: My grandparents on my mum's side, my grandparents on my dad's side, and my mum's brothers. I was sitting on my grandpa's lap. Then Grandpa said, 'Now daddy is dead.' Then I started crying."

—Elin Berland (6 years old), daughter of the late Karstein Berland.

"When the priest came, we were sent to our room. We were to be shielded. My brother and I were not at the funeral either."

—Charlotte Eggen (10 years old), daughter of the late Arne Jørgen Eggen.

"We never received a call from either the employer, the authorities, or a priest. But we finally received confirmation that Dad had died through the names scrolling on the TV screen."

—Tone Amundsen Skirstad (9 years old), daughter of the late Knut Amundsen.

"I was at school. A girl there told me about the disaster. A teacher drove me home. I was afraid I had done something wrong."

—Jane (10 years old), daughter of the late Brian Owen Dowson.

"Your dad was on that rig,' a guy at school told me. That's how I learned what had happened to my father."

—Paul (7 years old), son of the late Brian Graham.

"When the death message came by phone, I was as prepared as an 11-year-old could be. His name had not appeared on the list of survivors on TV."

—Sven Oskar (11 years old), son of the late Sven Harald Moseid.



Harald Øyhamn.



Edvard Laxon's wife.



Deborah Laxon's daughter.



The Thomassen family.



The family of Svein Magne Vikan.



Lothar H. W. Moritz Apostel with his daughters Ann Sirén and Rebecca.

"I don't remember anything from what happened; I've only been told bits and pieces. As I grew older, I realized I never had a father and that I missed him. It came to me when I became an adult."

—Raymond (2.5 years old), son of the late Arne Thomassen.



Merete, daughter of Fredrik Hafslund.



Are, son of Fredrik Hafslund..



Hans Herbert Hansen with his children.



Bjarne Melkevik's sons Lars and Øyvind.



Bjarne Melkevik's son.



Bjarne Melkevik's sons Lars and Øyvind.



John Christopher Murray with his daughter Jayne.



Joar Asbjørn Dyrstad with family.

MAYBE HE'S STILL ALIVE...

"I fantasized that my father survived, that he was living on an island and had started a new family."

—Nicola (8 years old), daughter of the late Keith Hunter.

"I held onto the hope he would come back until I was 15. Then I became grounded enough to understand that it would never happen."

—Marianne (11 years old), daughter of the late Leif Ø. Reve.

"I refused to accept what had happened. I read about sea voyages in lifeboats, the mutiny on the Bounty, and Robinson Crusoe, hoping he was stranded on some steel rock out there. I spent months thinking he would come back. I cried at night."

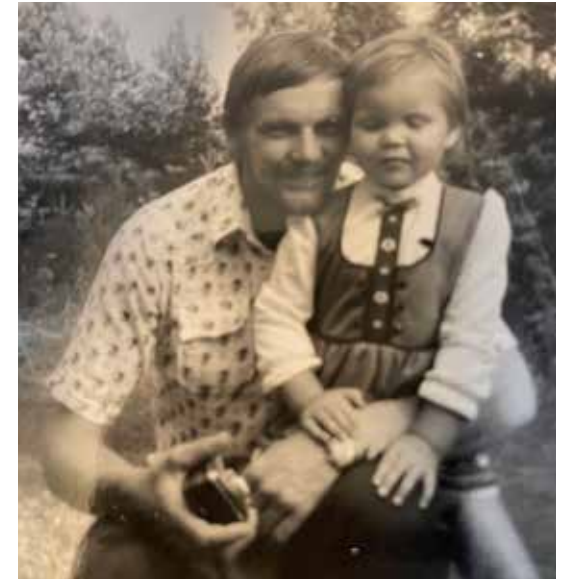
—Johnny (12 years old), son of the late Kjell Hagen.



Bjarne Melkevik with son..



Hans Herbert Hansen with two of his children.



Ivar Ellingsen with daughter Catharina.



Brian Owen Dawson with his children.



Richard Milne and his daughter.



Colin Lamb with son Colin.



The family of Johnny Mauland.



Helge Andreas and Per Christian, children of Eivind Falkum.



The family of Gunnar M. Torsteinbu.



Karstein Berland with his wife Liv Iren, daughter Elin, and son Thomas. Kim was born about one month after the disaster.



Arild Didriksen's wife Evelyn and their children, Ole Kristian Didriksen (born after the disaster) and Trude Helen Didriksen.



"I thought, there's nothing I can do about what has happened. If something happened to my husband, there will be four children waking up tomorrow morning. I had to be rested to manage whatever was coming, so I went to bed and slept."

—Rakel Øyerhamn, wife of the late Harald Øyerhamn.

"The time after the disaster was very difficult. Our second child, Ole Kristian, was born in May and never got to meet his father."

—Evelyn, wife of the late Arild Didriksen.

"Alexander Kielland has capsized,' said Kari Sørbo on the news. Thomas was three years old, Elin was five, and I was eight months pregnant with Kim. It became very quiet in my belly. Kim must have sensed it; he became frozen still, he must have felt the pain."

—Liv Irene, wife of the late Karstein Berland, Askøy.



Jan Edvin Bringsvor, with his daughter and dogs.



Karstein Berland with daughter Elin and son Thomas.



Tom Arne Skomedal with his children.



Harald Øyerhamn with Signe Berit, Anne Helene, and Magny Elin.



Harald Øyerhamn with daughter.



Karstein Berland with his wife Liv Iren, daughter Elin, and son Thomas.
Kim was born about a month after the disaster.



The family of Jan Heintz.



Photo: Familien Hunter / private
Children of Keith Hunter: Alan, Nicola, Paul & Wayne.

"In a way, I didn't just lose my father in the Alexander L. Kielland disaster, but also my mother. My mother took my father's death very hard. She was admitted to various hospitals with nervous breakdowns, so I grew up with my grandmother."

—Wayne Hunter (4 years old), son of the late Keith Hunter.

"Silence heals no wounds. I have never talked about it. No one spoke to me about it. There was no place to go, no one to talk to. No place to go to remember... His body was never found. I still find it hard to believe he's gone."

—Nicola Hunter (8 years old), daughter of the late Keith Hunter.



Tara Pender, daughter of Patrick Josef Pender.

"My parents were in the process of taking in a younger foster daughter. She hadn't been with us long when the disaster happened. I ended up looking after her. I had to dress us both for school, put on the uniforms, and make breakfast because my mom couldn't do it herself. I had to be the adult."

—Tara Pender (10 years old), daughter of the late Patrick Josef Pender.

SILENCE HEALS NO WOUNDS.



Photo: Brenda Graham and her son Paul, family of Brian Graham.

"When I went out in public, they wouldn't look at me, as if they couldn't face that I was now alone. Instead of saying hello, giving me a hug, and asking how I was doing, they just walked past."

—Kirsten, wife of the late Tom Arne Skomedal.

"As a child in the 80s, we were quietly taught that the best strategy was to grit our teeth, try to forget, and move on with life."

—Tone (9 years old), daughter of the late Knut Amundsen.

"I had to move forward. Eventually, I had to go out and face people. It was hard because people didn't know what to say to me. So instead of saying something wrong, they said nothing at all."

—Brenda, wife of the late Brian Graham.



Gathering for young union members at Leangkollen in Asker, April 1960. Gunnar Berge stands as the first in the back row from the left, next to Lars Johan Iversen, who perished in the Kielland disaster. He worked at HMTV.



Photo: Else M. Tungland / Norsk Oljemuseum

Gunnar Berge by the Broken Link.
He lost his friend Lars Johan Iversen in the disaster.

THOSE WHO CAME BACK



Photo: Graham / New Castle Journal / Norsk Oljemuseum
William Graham with his family.

Bill Graham was warmly received by his wife Catherine and daughter Clare when he returned home after the Alexander L. Kielland disaster. They celebrated their 13th wedding anniversary on April 1.



Photo: Unknown / Vermundsen, private

Vermundsen was eager to return home to his wife May (32 years old) and their three children, Svein Atle (10 years), Jostein (7 years), and Audun (4 years).



The children of Tor Yngve Alberg Olsen.



Photo: T.Y. Alberg Olsen, private



Ragnvald Ofte and his family went to a photographer after he returned home in 1980.
From left: Vigdis, Solfrid, Jon Arne on his lap, Ragnvald, and Berit to the right..



Ronald Deane was able to return home to his family.



The Mundheim family, with son Lars in the middle.



The Mundheim family.

"We got a different dad than the one we had before the Kielland disaster."

—Bergfrid Norheim (10 years old), daughter of Johannes Mundheim.

"...the priest came to me and said, 'You were lucky to get your father back.'"

—Eli Mundheim (15 years old).

"Dad was home, and he filled up all the space at home, but at the same time, he didn't take up space in my life."

—Lars Mundheim (almost 8 years old).

"No one ever asked if I needed help. I was the big brother and had to take care of the others."

—Hermod Mundheim (12 years old).



Lerbrekk married after the disaster.



Theis Salvesen got married shortly after the disaster.



Bengt Berheim with his wife Eva.



Photo: Else M. Tunglund / Norsk Oljemuseum
Roger og Harald Sundt.

The twins Roger and Harald Sundt, who were 22 years old in 1980, shared that their father, Adolf Sundt, no longer wanted to work in the North Sea after the disaster. He attempted to work on the ferry to Denmark but had to quit due to fear of rough seas. Later, he worked at Glencore Nikkelverk A/S in Kristiansand until retiring at age 67. Adolf suffered a stroke in 1993, became wheelchair-bound, and lost his ability to speak. He passed away in 2003, 23 years after the disaster.



Adolf Sundt.

Sundt was arrested for anti-German activities during World War II. He was held in captivity in the basement of the State Archives in Kristiansand before being sent to Grini Prison Camp, where he remained until the war ended.





Gunvald Falck with his wife..



Johannes Mundheim with his wife.



Photo: Shadé B. Martins / Norwegian Petroleum Museum

IN MEMORY OF KIAN REME

Odd Kristian "Kian" Reme, born in 1953, was a priest and politician, but he is perhaps best known as the spokesperson for the relatives and survivors of the Alexander L. Kielland disaster. Kian lost his own brother, Rolf Reme, in the disaster.

As the head of the Kielland Foundation and later the Kielland Network, Kian fought tirelessly for justice and answers on behalf of survivors and the bereaved.

Kian was fearless and resourceful, always there when needed, never afraid to voice his opinion. He was unwavering in his convictions but could also listen, change his mind, and help find compromises.

Kian Reme left an enduring legacy. He will be remembered as a pillar who stood up for others.



Rolf on the left with father Morris, Kian, and Marianne, Long Island 1960.



Vi er overrasket, men ikke slått ut

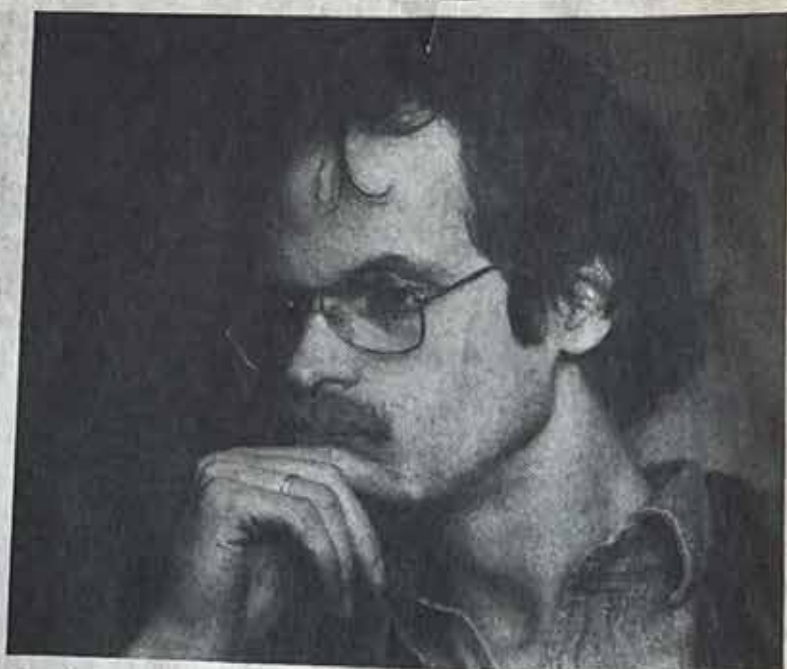
Kielland-fondet står fast ved sin snuingsplan

absolutt overrasket, ut ut. Dette sier dag- Kielland-fondet, Odd e, til Aftenbladet. nener fremdeles å entere at snuings- gjennomtenkt, og nues med den me- lssert. t om å få snudd land», er vel blitt t fortoner situa- rkerere, ja. den foreløpige t norske Veritas er med at etter den nåvæ-

rende dokumentasjonen ikke er brukbar, kom som en stor over- raskelse. - Rapportens konklusjoner står sterkt i strid med de inntrykkene vi har fått etter møter med Veritas. Vi har riktignok blitt gjort oppmerksom på at man fant enkelte mangler ved vår snuingspakke, men ikke på noe tidspunkt oppfattet vi dette som alvorlige innsigelser, sier han. Senest 1. mars hadde tekniske eksperter tilknyttet Kielland-fondet et møte med Reme sier at rapporten tydet på at det var et samarbeid mellom partene, o-

grunn til optimisme med hensyn til uttallet av Veritas' behand- ling av snuingsplanen. - Kielland-fondet nå gå gjennom rapporten og ta kontakt med Veritas om mulig å bringe saken eller kommunisere med Reme, som har foretatt disse uttalelsene. - Rapporten sier at det på enkelte punkter blir for stor belastning. Dette får vi diskutere med Veritas og forsøke å rette på. Kielland-fondet hadde i går et to timer langt møte med Sjøfarts- fiskerikomiteen rett etter at de hadde levert sin rapport. Uttalelsene vil ikke Reme si om de foregikk i en offentlig kjent skal komiteens formann, Hermund Eian, gitt uttrykk for at innstillingen likevel blir god.

- Rapporten sier at det på enkelte punkter blir for stor belastning. Dette får vi diskutere med Veritas og forsøke å rette på. Kielland-fondet hadde i går et to timer langt møte med Sjøfarts- fiskerikomiteen rett etter at de hadde levert sin rapport. Uttalelsene vil ikke Reme si om de foregikk i en offentlig kjent skal komiteens formann, Hermund Eian, gitt uttrykk for at innstillingen likevel blir god.



Daglig leder i Kielland-fondet, Odd Kristian Reme er overrasket over alle innvendingene fra Veritas.

- En ukes tid senere at Regjeringen at •Kielland-fondet etterlatte Dette står ik sak vil a ett år

Fredag 30. oktober 1981

Kielland-fondet er blitt stiftet

Skal arbeide for økt sikkerhet

•Kielland-fondet er blitt etablert med en startkapital på 60 000 kroner. Fondets første oppgave ble utført allerede før den ble melle stiftelsen, nemlig å utarbeide planen for snuingsplanen og de selvsagt etterlatte og de selvsagt vært i kontak-



Jayne Fleck and Kian Reme in front of the memorial for her father, John Christopher Murray.

During the documentation project, Kian participated in two visits to the UK to meet with the bereaved there. Several shared that Kian's letters were the only follow-up they had received after the disaster. The bereaved had also had little contact with each other, but after our visits, they formed their own network in the UK, "The Kielland Family".



Deborah Laxon holding her father's belongings in a small bag, given to her when she came to Norway to identify him..

"I had never been abroad before. I didn't have a passport but was given special permission to travel to Norway without one. On the flight, I was invited into the cockpit. It was nice, but I couldn't enjoy it."

—Deborah (19 years old), daughter of Edward Laxon.





Laura and Maureen Fleming, daughter and wife of the late Michael Fleming

Photo: Rune Egenes / Norwegian Petroleum Museum

The documentation project by the Norwegian Petroleum Museum has organized and co-organized several Kielland gatherings over the three years of the project. Here is a photo from the Kielland gathering in 2023







Roger Marcussen and Bengt Berheim.

At the Kielland gathering in 2023, Bengt Berheim finally had the chance to thank crane operator Roger Marcussen, who saved his life.



Photo: Else M. Tungland / Norwegian Petroleum Museum
John Aird and Anders Helliksen.

John Aird and Anders Helliksen met 43 years after being in the same lifeboat.

KIELLAND GATHERINGS

"I want to meet others who also lost their dad. It hurts to hear, but it's comforting to know."

—Trine (9 years old), daughter of the late Olav Lia

"It's only in recent years, through the Kielland Network, that I've met other children in the same situation as me. This has helped a lot. We share many of the same feelings and experiences."

—Marianne Reve (11 years old), daughter of crane operator Torleiv Reve, who died in the accident

"The Kielland gatherings have helped me open up more about my dad with my mom, the rest of my family, and friends."

—Catharina Eide Svensson (8 years old), daughter of the late Ivar Ellingsen



Merete and Marit Karin, daughter and wife of Joar Asbjørn Dyrstad



Foto: Shadé Martins / Norsk Ojemuseum

Claire, the daughter of William Graham, now an adult living in Australia, with one of her daughters at the Kielland gathering in Stavanger, summer 2023.



Edvin Mongstad, who survived the disaster



Gunnar Fagermo.



Ellef Andreas Friis Wahlstrøm.



Otto Grinde.



123 omkommer

123 lives lost



**Ektemen, fedre, sønner og brødre
kommer aldri hjem**
Alexander L. Kvaløid bestemte i Nordkjosøen om
kvelden 27. mars 1986. Hundelen berører Jula
Norge og mennesker langt utenfor landet. 123
menn omkommer på arbeid for den unge olje-
nasjonen. Den yngre av de omkomne er bare 19 år.
Den eldste er 57. De fleste er i 30- og 50-årene.

Når 123 mennesker dør, rammes enda flere
familier. Kvinner mister sine ektemenn, barn må
vokse opp uten far. Foreldre må leve videre uten
et barn, søsken mister en bror. Følelser opplever sorg
men håper på en god begravelse, en nær sønn og en
trøstende bror. De berører og berører når kjærlighet og
medfølelse ankommer på jobb i deres tjeneste.
Søringsdelt som gjorde en helbemannlig innsats,
må ikke å ha sett mange av disse gravene i Norge.

30 døde kroppene ble ikke funnet i rednings-
akksjonen. Seta at den ble funnet senere.
50 mennesker ble sin grav på havet.

88 mennesker overlevde. Noen tar opp igjen
sine normale liv og returner til jobben igjen.
Andre får aldri mer en vanlig dag.

Husbands, fathers, sons and brothers never returned
Alexander L. Kvaløid decided in the North Sea on the
evening of 27 March 1986. This incident affected
everyone in Norway and people far beyond.

A total of 123 men died while working for the emerging oil
nation. The youngest was just 19, the oldest 57. Most were
in their 30s and 50s.

When so many people die, even more families are hit.
Wives lose their husbands, children must grow up
without a father, parents must go on living without a
son, siblings lose a brother.

People feel sorrow at the loss of a good colleague, a
close friend and a sturdy neighbour, while companies
and managers must deal with the knowledge that
employees died in their service.

Rescuers who responded heroically must tackle having
seen many they could not help. Of 36 bodies which
were unaccounted for at first, six were later recovered
but 30 found their grave at sea.

88 people survived. Some resumed their normal lives
and returned offshore to work. Others have never had
a peaceful day since.

Widows
After the accident, the families of the men who
died were hit hard. Many women were left
with children and had to live without their
husbands. Some of the children were
born in Norway but had never met their
fathers.

Survivors
88 men survived the accident. Some returned to their
normal lives and went back to work. Others
never had a peaceful day since.

"I remember childhood when my father was alive as absolutely perfect. In my memories, my father was the best dad in the world. Everything was safe and secure."

—Charlotte Eggen (10 years old), daughter of the late Arne Jørgen Eggen.



"...it was an event that stayed with us, especially for Theis, naturally. He often said that the reason he managed afterward was because he had so much to look forward to. We were going to get married, start a family, and he was finishing his studies to begin his ministry. He often referenced Kielland in his sermons."

—Marit Salvesen, wife of survivor Theis Salvesen



Photo: Gudny Hansen

THE RESCUE OVERVIEW

The list is sorted alphabetically by first name.

7 picked up at the Edda platform in a personnel basket

Bengt Berheim
Frank H. Pedersen
Gerry Atle Stigen
Harry Oddvar Løvø
Hauge Malvin
John Arild Nilsen
Olav Skotheim

26 Lifeboat 1 and helicopter

Adolf Sundt
Arne Gunnar Vintland
Bengt Barclay De Tolly Hammer
Carl Georg Andersen
Castor Gonzalez Gonzalez
Ellef Andreas Friis Wahlstrøm
Francisco Santos Martinez
Frank Einar Fredriksen
Geir Vestre Elektriker
Gunnar Fagermo
Gunnar Johan Guttormsen
Harald Bjørn Hansen
Jarle Andreassen
Jaroslav Pinos
Jose Ferreira De Souza
Odd Osland
Oddvar Ingemund Engelsgjerd
Paul Raymond Witter
Paul Trygve Røysland
Reidar Selvig
Ronald Fredrik Deane
Sigve Klungland
Theis Salvesen
Thor Olsen
Thorleif (Emil) Endresen
Trond Erik Pettersen

12 Lifeboat 5 and Nordmand Skipper

Alf Gunnar Taraldlien
Anders Helliksen
Dag-Jarle Jenssen
Edmund Arne Mongstad
Egeli Eivind
Finn Kolstø
Helge Eneberg
Johan Kristoffer Abrahamsen
Kjell Johan Kulleseid
Kåre Magne Kvåle
Leif Wiig Abrahamsen
Svein Vegar Vermundsen

21 Lifeboat 5 and helicopter

Bjørn Bentsen
Esko Kärki
Gunvald Falk
Håkon Jarl Hansen
Harry Vike
Helge Georg Knutsen
Jan Vestre Sveiser
Johannes Mundheim
John Aird, Rørlegger
Lars Olav Andreassen
Magne Kåre Sildelid
Ole Hestvik
Per Mangseth
Peter Head
Ragnvald S. Ofte
Ronald N. Jackson
Terence Lister
Thomas Henry Greenwood
Tor Yngve Alberg Olsen
Trygve Børsheim
William Graham

2 Nordmand Skipper

Svein Hermann Vik
Edvard William (Ted) Brooking

4 Nordmand Engineer

Finn Bakke Thorsen
Rolf Olaussen
Karl Kristian (Kalle) Eriksen
Svein Inge Jensen

5 Safe Truck

Bjørn Hermann Olsen
Carl Victor Gretchel
Oddbjørn Lerbrekk
Oskar Johan Olsen
Åge Lund, Siemens

2 Tender Power

Gaustad Ola
Otto Grinde

1 Viking Girl

Raymond John Beecher

9 Helicopter from raft

Alf Magne Søderlund
Kåre Arvid Svendsbøe
Bjørn Einar Hansen
Gunnar Øvrebø
Jahn Otto Jahnsen
Kåre Eide
Leif Jørgen Mykland
Tony Sylvester

Persons Not Found

The list is sorted alphabetically by first name.

Arild Kristen Didriksen
Arne Thomassen
Bjørn Einar Winge
Bjørn Skaanes
Brian Owen Dowson
Colin Lamb
Eivind Falkum
Erling Pedersen
Hans Herbert Hansen
Ivar Ellingsen
Joar Asbjørn Dyrstad
John Agnar Skogøy
Jon Ivar Waale
Keith Hunter
Kjell Hagen
Kjell Skagestad
Kåre Viken
Laszlo Hajjek
Leif Bjarne Johansen
Leif Ø. Reve
Magnar Sæbø
Odd Bjørn Wiberg
Per Harald Ihme
Rolf Arthur Reme
Rolf Henrik Martinsen
Svein Ove Olsen
Svein Ramsdal
Øyvind Anders Salhus
Øyvind Johansen



Photo: Rune Egenes / Norwegian Petroleum Museum

SOURCES

Interrogations of the 89 survivors

Most of the interrogations are available at the links below, sorted alphabetically by first name.
For those that are not open, you must request access from the National Archives to view them.

Adolf Sundt

<https://www.digitalarkivet.no/db50001606700470>

Alf Gunnar Taraldlien

<https://www.digitalarkivet.no/db50001606700397>

Alf Magne Søderlund

<https://www.digitalarkivet.no/db50001606700107>

Anders Helliksen

<https://www.digitalarkivet.no/db50001606700442>

Bengt Berheim

<https://www.digitalarkivet.no/db50001606700087>

Bengt Hammer

<https://www.digitalarkivet.no/db50001606700219>

Bjørn Bentsen

<https://www.digitalarkivet.no/db50002870600430>

Bjørn Einar Hansen

<https://www.digitalarkivet.no/db50001606700210>

Bjørn Hermann Olsen

<https://www.digitalarkivet.no/db50001606700444>

Carl Georg Andersen

<https://www.digitalarkivet.no/db50001606700264>

Carl Victor Gretchel

<https://www.digitalarkivet.no/db50002870600451>

Castor Gonzales

<https://www.digitalarkivet.no/db60150872000862>

Dag-Jarle Jenssen

<https://www.digitalarkivet.no/db50001606700030>

Edmund Arne Mongstad

<https://www.digitalarkivet.no/db50001606700152>

Edvard William (Ted) Brooking

<https://www.digitalarkivet.no/db50001606700064>

Egeli Eivind

<https://www.digitalarkivet.no/db50002870600428>

Ellef Andreas Friis Wahlstrøm

<https://www.digitalarkivet.no/db50001606700200>

Esko Juhani Kærki

<https://www.digitalarkivet.no/db50001606700056>

Finn Bakke Thorsen

<https://www.digitalarkivet.no/db50001606700403>

Finn Kolstø

<https://www.digitalarkivet.no/db50001606700090>

Francisco Santos Martinez

<https://www.digitalarkivet.no/db60150872001104>

Frank E Fredriksen

<https://www.digitalarkivet.no/db50002870200734>

Frank H. Pedersen Avhør mangler, reddet i basket
<https://www.digitalarkivet.no/db60150872000716>

Geir Vestre
(Intervjuet starter nederst på siden)
<https://www.digitalarkivet.no/db50001605700140>

Gerry Atle Stigen
<https://www.digitalarkivet.no/db50001606700222>

Gunnar Fagermo
<https://www.digitalarkivet.no/db50001606700237>

Gunnar Guttormsen
<https://www.digitalarkivet.no/db50001606700245>

Arne Gunnar Vintland
<https://www.digitalarkivet.no/db50001606700240>

Gunnar Øvrebø
<https://www.digitalarkivet.no/db50001606700422>

Gunvald Falk
<https://www.digitalarkivet.no/db50001606700084>

Harald Bjørn Hansen
<https://www.digitalarkivet.no/db50001606700243>

Harry Løvø
<https://www.digitalarkivet.no/db50001606700191>

Harry Vike
<https://www.digitalarkivet.no/db50002870600479>

Helge Eneberg
<https://www.digitalarkivet.no/db50001606700284>

Helge Georg Knutsen
<https://www.digitalarkivet.no/db50001606700150>

Håkon Jarl Hansen
<https://www.digitalarkivet.no/db50001606700208>

Jan Henrik Johansen
Avhør mangler

Jan Otto Jahnsen
<https://www.digitalarkivet.no/db50001606700038>

Jan Vestre
<https://www.digitalarkivet.no/db50001606700411>

Jarle Andreassen
<https://www.digitalarkivet.no/db50001606700190>

Jaroslav Pinos
<https://www.digitalarkivet.no/db50001606700328>

Johan Kristoffer Abrahamsen
<https://www.digitalarkivet.no/db50001606700260>

Johannes Mundheim
<https://www.digitalarkivet.no/db50002870600459>

John Aird
<https://www.digitalarkivet.no/db50001606700186>

John Arild Nilssen
<https://www.digitalarkivet.no/db50001606700023>

José Ferreira de Souza
<https://www.digitalarkivet.no/db60150872000812>

Karl Kristian Eriksen

<https://www.digitalarkivet.no/db50001606700192>

Kjell Johan Kulleseid

<https://www.digitalarkivet.no/db50001606700096>

Kåre Ingolf Eide

<https://www.digitalarkivet.no/db50001606700203>

Kåre Magne Kvåle

<https://www.digitalarkivet.no/db50001606700358>

Kåre Svendsbøe

<https://www.digitalarkivet.no/db50001606700400>

Lars Olav Andreassen

<https://www.digitalarkivet.no/db50001606700231>

Leif Jørgen Mykland

<https://www.digitalarkivet.no/db50002870600488>

Leif Wiig Abrahamsen

<https://www.digitalarkivet.no/db50001606700101>

Magne Kåre Sildelid

<https://www.digitalarkivet.no/db50001605700043>

Malvin Hauge

<https://www.digitalarkivet.no/db60155472000493>

Odd Osland

<https://www.digitalarkivet.no/db50001605700047>

Oddbjørn Lerbrekk

<https://www.digitalarkivet.no/db50001606700449>

Oddvar Engelsgjerd

<https://www.digitalarkivet.no/db50002870600446>

Ola Gaustad

<https://www.digitalarkivet.no/db50002870600454>

Olav Skotheim

<https://www.digitalarkivet.no/db50001606700478>

Ole Hestvik

<https://media.digitalarkivet.no/view/105519/42>

Oskar Johan, Olsen

<https://www.digitalarkivet.no/db50001606700068>

Otto Grinde

<https://www.digitalarkivet.no/db50002870600442>

Omtalt i rapport fra Tender Power:

<https://www.digitalarkivet.no/db60150874000858>

Reidar Selvig

<https://www.digitalarkivet.no/db50002870600444>

Paul Raymond Witter

<https://www.digitalarkivet.no/db50001606700199>

Paul Trygve Røysland

<https://www.digitalarkivet.no/db50001605700137>

Per Mangseth

<https://www.digitalarkivet.no/db60150872001012>

Peter Head

<https://www.digitalarkivet.no/db50001606700197>

Ragnvald Ofte

<https://www.digitalarkivet.no/db50001605700144>

Raymond John Beecher

<https://www.digitalarkivet.no/db50002870600508>

Rolf Olaussen

<https://www.digitalarkivet.no/db50001606700082>

Ronald F Deane

<https://www.digitalarkivet.no/db50001606700182>

Ronald N Jackson

<https://www.digitalarkivet.no/db50001606700040>

Sigve Klungland

<https://www.digitalarkivet.no/db50001606700228>

Svein Hermann Vik

<https://www.digitalarkivet.no/db50001606700415>

Svein Inge Jensen

<https://www.digitalarkivet.no/db50001606700458>

Svein Vegard Vermundsen

<https://www.digitalarkivet.no/db50001606700066>

Terence Lister

<https://www.digitalarkivet.no/db50001606700188>

Theis Salvesen

<https://www.digitalarkivet.no/db50001606700136>

Thomas Henry Greenwood

<https://www.digitalarkivet.no/db50002870600448>

Thor Olsen

<https://www.digitalarkivet.no/db50001606700258>

Thorleif (Emil) Endresen

<https://www.digitalarkivet.no/db50001606700187>

Tony Sylvester

<https://www.digitalarkivet.no/db50001606700455>

Tor Yngve Alberg Olsen

<https://www.digitalarkivet.no/db50001606700331>

Trond Erik Pettersen

<https://www.digitalarkivet.no/db50001606700060>

Trygve Børsheim

<https://www.digitalarkivet.no/db50001606700281>

William Graham

<https://www.digitalarkivet.no/db60155472000206>

Åge Lund

<https://www.digitalarkivet.no/db50001606700456>

OTHER SOURCES

Alexander L. Kielland Memory Bank

Smith-Solbakken, Marie, ed. Alexander L. Kielland Memory Bank. Books 1-3. 2024.
Available from: Alexander L. Kielland-ulykken: Minnebank | UiS Scholarly Publishing Services

Books and Articles

Hunnestad, Steinar. Emergency Alarm North Sea: Major Nils Reidar Roaldsøy talks about the 330 Squadron and rescue operations. Lunde Forlag, 1985.

Smith-Solbakken, Marie, and Emil Aall Dahle. The Alexander L. Kielland Accident.
Store norske leksikon, last updated 2019.
Available from: https://snl.no/Alexander_L_Kielland-ulykken.

Tungland, Else M., Marie Smith-Solbakken, and Ellen Kongsnes. Kielland: Based on the stories of those who were there. Kiellandnettverket, 2020.

Hughes, E. Mayday! Mayday! Alexander Kielland. Det Beste, 1980:137.
Available from: <https://www.digitalarkivet.no/db50002871000292>.

Reports and Official Documents

Joint Rescue Coordination Centre Southern Norway. *Accommodation platform Alexander Kielland accident in the North Sea*. Stavanger: JRCC Southern Norway, 1980.
Available from: <https://www.digitalarkivet.no/db50002871000283>.

Larsen, Kjell, and Torbjørn Knutsen. *Main report regarding salvage/rescue of the sinking of Alexander L. Kielland in the North Sea, Thursday 27.03.80 around 18:30*. Stavanger Police Department, 1980.
Available from: <https://www.digitalarkivet.no/db60150872000674>.

NOU 1981:11. *The Alexander L. Kielland Accident. Ministry of Justice and the Police, 1981*.
Available from: <https://www.digitalarkivet.no/db50002870400191>.

Næss, Hans Christian. *Remarks on the rescue operation on March 27, 1980. Letter to the Norwegian Maritime Directorate from the captain of MS Engineer, Solstad Rederi AS*. 1981.
Available from: <https://www.digitalarkivet.no/db50002871300807>.

Press Release. *Awards in connection with the rescue operation at the "Alexander L. Kielland Accident on March 27, 1980."* Ministry of Trade, 11.03.1983.
Available from: <https://www.digitalarkivet.no/db60028720001205>.

Letter from the Norwegian Maritime Directorate to the Ministry of Trade. *Awards in connection with the Alexander L. Kielland Accident*. Norwegian Maritime Directorate, 30.09.1981.
Available from: <https://www.digitalarkivet.no/db60028714000099>.

Letter from Captain Bjørn Bakke to Wilhelm Wilhelmsen. *Tender Power – regarding the sinking of Alexander Kielland*. Supplement to journal extract no. 4-80. April 2, 1980.
Available from: <https://www.digitalarkivet.no/db60150874000856>.



Photo: Pete Brady / Norwegian Petroleum Museum
Preparations for turning operation.



Photo: Pete Brady / Norwegian Petroleum Museum
Scot Kobus, wearing a hat, led the first attempt to turn.



Photo: Pete Brady / Norwegian Petroleum Museum.
Divers played an important role during the attempts to turn the rig.



Photo: Pete Brady / Norwegian Petroleum Museum.
Preparation for the first turning attempt.



Photo: Børre Børretzen / Norwegian Petroleum Museum.
Kielland being towed from Ekofisk to land.



Photo: Stavanger A.V. Institutt AS / Norwegian Petroleum Museum
The rig being turned in 1983.

ALEXANDER L. KIELLAND

STAVANGER