

Rooney

contact



THE STATE ELECTRICITY COMMISSION LATROBE VALLEY DEPARTMENT MAGAZINE

MAY, 1972



How Serious is Redundancy?

Over a period of some five years there has been a good deal of publicity, both spoken and written, concerning "Redundancy in the Latrobe Valley" following the shutting down of the older 'A' and 'B' power stations at Yallourn, the reduction in shifts in 'C' and 'D' power stations at Yallourn from a three-shift seven-day week to three-shift five-day op-

eration, the closure of the Yallourn Briquetting Works and the reduction in output of the Yallourn Open Cut.

In these situations, several terms such as "redundancy", "retrenchment", "loss of earnings agreement" and "absorption" have been used quite frequently but may not be generally understood.

Certain jobs have become redundant as a result of changes in operating conditions as new generating plant has come into operation and older and more costly plant has been placed on reduced operation and ultimately retired. In other words, redundancy applies to positions rather than people.

On the other hand, retrenchment in these circumstances is a complete separation of the employee from the Commission's service because there is no other work for the employee within the organisation.

Although, as previously mentioned, certain jobs in the Latrobe Valley have become redundant, it does not mean that the employees concerned are subject to retrenchment or that people whose jobs are changing cannot be found employment. In fact, nobody has been retrenched by the Commission in the Latrobe Valley to date and the Commission has guaranteed that any areas of redundancy in the Latrobe Valley will be covered by transfer and redeployment of personnel with retraining where necessary.

The way in which the Yallourn Power Station and Briquette Works were demanned is worthy of mention. Firstly this was planned well ahead with gradual reductions taking place at yearly intervals. As those affected were mainly members of the FED&FA, vacancies throughout the Department in classifications covered by that union were advertised and filled by personnel from the Power Station or the Briquette Factory. These vacancies in other sections of the Department come about through natural wastage and the need to man new plant coming into operation.

Although we were not in a "retrenchment" situation it was recognised that a number of wages employees with financial commitments would suffer a reduction in "take-home" pay. This was because of reclassification to a lower paid job or transfer from a three-shift seven-day roster which includes penalty rates for weekend work to a three-shift five-day roster or to day work. The Commission drew up a Minimum Wages Agreement designed to cushion the effect of this reduction in earnings and this was offered to and accepted by the FED&FA on behalf of its members. It has since operated to the benefit of those employees for whom it was intended.

This agreement contains two options and the employee chooses the option most advantageous to himself.

Under Option 1, the employee who is downgraded retains the rates he is receiving in his higher classification at the time he is affected. This rate is "pegged" and remains fixed until wage movements bring the rates of the job he is performing up to the "pegged" rate he is receiving.

A practical example is if a three-

shift seven-day turbine driver on say, \$100 a week transferred to a three-shift seven-day trimming position, normally paying, say, \$80 per week (these amounts are for illustration purposes only), he could elect to retain his old rates of pay of \$100 per week until the rate for a trimmer rises to this "pegged" figure as a result of future Award variations or National Wage increases.

Option 2 is more favourable to an employee who retains his classification but is transferred from a three-shift seven-day roster to either a three-shift five-day roster or to day work.

Under this option, the employee retains his shift rates of pay for five weeks for each year of service spent on shift. For example, a Turbine Driver on a three-shift seven-day roster with 20 years shift service could, on transfer to a three-shift five-day roster continue to enjoy his weekend penalty rates for 100 weeks. On shift rosters involving work on three out of four weekends the penalty rate received is equivalent to nine hours pay each week.

In the case of salaried staff affected, it has been agreed that where a reduction in classification is involved, the officer as an anomaly retains the salary of his former classification and would receive the benefit of any future salary increases. In other words, his salary is not "pegged" or absorbed as is the case for wages employees. On the other hand, he immediately loses his shift payments if transferred off shift. The VTHC has been offered the same treatment for wages employees as applies to staff in lieu of the Minimum Wages Agreement.

One pleasing feature of the whole lengthy undertaking I have outlined has been the close consultation with the principal Union involved—the FED&FA. Some of its members have been affected two and three times and have been given an option on each occasion—the total number of individuals who have selected options is 652.

To counter the publicity on the question of lack of job opportunities in the Valley, I would point out that, although it has been necessary at times to close the gates to outside employment, at most times during this five-year period we have been taking on men. Despite the recent closure of the Yallourn Briquetting Works, we took on 30 men from outside as recently as March, 1972. I feel I should also mention that, as recently as February this year, we were unable to attract personnel from redundant situations to operating positions at Hazelwood Power Station.

How serious is the problem? It is undeniable that a large number of personnel have suffered pay reductions; have had to travel further, have had to engage in different types of work; but this has been carried out without any employee being terminated and with the impact of the change being cushioned to cause the least possible hardship.

J. M. Schulz

Manager,
Latrobe Valley Department



"At \$1 an inch it's WORTH celebrating!"

How Good is our Transmission System? *By Arthur Brogan*

*Transmission Division
Co-ordination Engineer*

Most of us give little thought to the operation of our State-wide power transmission system and the things that can cause blackouts of our homes or towns. When we are faced with a loss of power we usually think that a fuse has blown, a power line has been broken or somebody has thrown the wrong switch.

There are other problems that can cause the shutdown of a number of generators in one or more power stations, generally resulting in widespread blackouts of much longer duration than the usual type of power supply failure.

In America in 1965, a major power system failure left 30 million people in the dark for periods ranging from five hours in Boston to 13 hours in some parts of New York.

We are fortunate that this has not happened in Victoria, but on one occasion we had a lengthy blackout and more recently an earth tremor in the Latrobe Valley area caused the loss of some transmission equipment which could have resulted in the shutting down of Power Stations, but effective action by operating staff prevented this from happening. A simplified layout of our transmission system between the main generating centres is shown in the accompanying sketch and is made up of a number of Power Stations inter-connected with one another as well as the main distribution centres. There are also other high voltage lines connecting major centres such as Ballarat, Bendigo, Geelong, Horsham, Terang, Mildura and Shepparton. It is possible for all or a number of the main transmission lines between two centres to be switched out of service by the operation of protective devices, earth tremors or electrical storms, resulting in the disconnection of a number of generators from the system.

If the Latrobe Valley stations were all disconnected at the one time during a peak load period, loss of generating capacity would immediately cause overloading of other stations at Newport, Eildon, Kiewa, Spencer Street, Richmond, Snowy Mountains and elsewhere in N.S.W. because these stations would try to take up the load of consumers.

These stations might be unable to meet the demand, the generators would slow down and the transmission lines from N.S.W. and the North East to Melbourne might become overloaded, severely lowering the voltage. The protection relays might operate and trip some of these lines, thus disconnecting further power from the system, resulting in widespread blackout or

total system collapse. However, the chances of this type of disaster happening in Victoria is remote as the automatic load shedding equipment and control procedures are designed to disconnect sufficient load from the system to maintain the system intact and allow supply to consumers to be restored as soon as possible. Meanwhile, at the power stations the sudden loss of load from the generators would cause their speed to increase above normal in a similar way that a motor car engine will rev at high speed if the accelerator pedal is pushed down and the clutch pedal is disengaged.

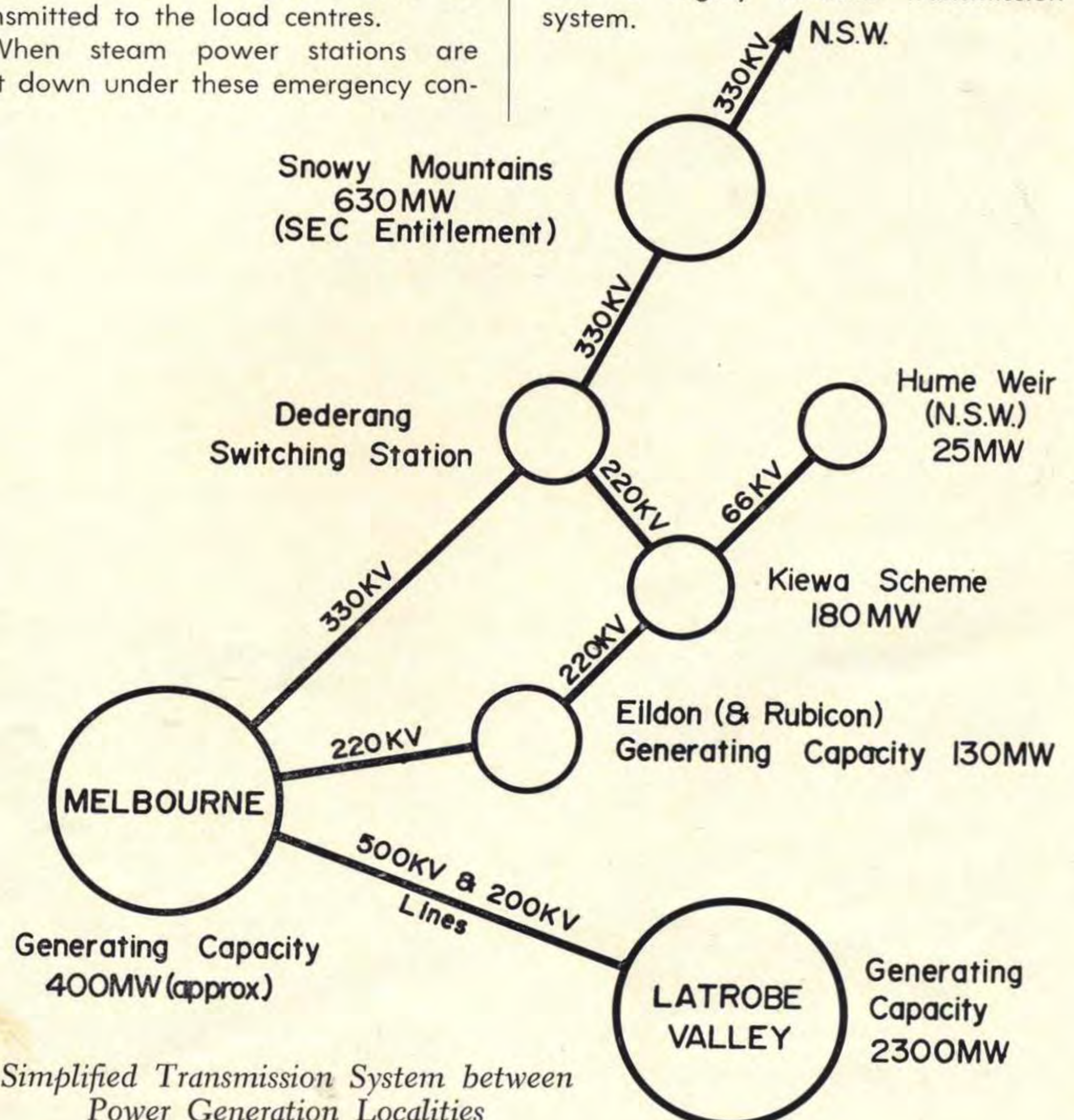
All generators are fitted with governors which would control the speed rise and keep the machines running. However, if the lines could not be reconnected quickly it would be necessary to shut down all the machines, resulting in a full or partial blackout for a lengthy period. The time required to restore the supply would depend on the time necessary to determine the cause of the switching out of the lines. Hydro-power stations would normally be the easiest to start up as water supply to the turbines only needs to be turned on and when the machines are running at the correct speed they can be placed on load. However, transmission lines would have to be restored before the power can be transmitted to the load centres.

When steam power stations are shut down under these emergency con-

ditions the time required to restore plant to service can be much longer than for Hydro-stations. When generators working at full load suddenly lose all that load, it is necessary to get rid of the surplus steam from boilers. All the boiler safety valves will operate to get rid of the steam, but this causes a large amount of valuable boiler feed water to be lost into the atmosphere. Before steam stations can be restored to full working capacity, fresh water must be specially treated to make up the lost boiler water.

Complete loss of power supplies to power stations which are operating normally could result in damage to important plant and loss of lighting would severely restrict movement of operating personnel who would be required to take the necessary emergency action. At most power stations and large switchyards, standby diesel generators and large storage batteries are provided. Commission engineers are continually studying modern transmission system developments, so that the latest ideas can be incorporated in our network to ensure that we have a secure and continuous supply of electricity.

We owe a tribute to all personnel engaged on the design and operation of our plant who have provided us with a highly reliable transmission system.



PACIFIC CRUISE

by Bob Watts, Acting Technical Training Officer

Recently my wife and I had the opportunity to take a 14-day Pacific Cruise. This proved to be a real holiday and one I would recommend for people of all ages.

We sailed from Sydney on Thursday, March 16, in the "Arcadia", a P. & O. Liner. The Arcadia is typical of the current cruise ships, beautifully fitted out with all facilities which contributed to the life on board being terrific.

During the daylight hours activities included swimming, deck quoits, deck

for laundry to be done and to clean your shoes daily if required.

Each day began with a cup of tea and biscuits or a glass of fruit juice, depending on preference, delivered by the steward to your cabin about an hour before breakfast. Included on the tray was a daily "good morning newsletter" which gave progress information about the cruise, entertainment attractions and details of approaching ports.

The first port of call was Noumea on Monday, March 20. Noumea is a



Bob Watts gets in a bit of fraternisation with the natives.

colourful, tropical town and the capital of the French colony of New Caledonia. Noumea appears to be a rapidly growing area with a current population of 55,000. The buildings are a mixture of sophisticated modern shops, offices and houses and the older picturesque French colonial structure. French is the predominant language and the natives are mainly Melanesian. On the economy side, New Caledonia is the second largest nickel producer in the world and other mineral resources of chrome, iron, manganese and cobalt are believed to exist. The cost of living appeared to be quite high as most commodities were very costly compared with Australia.

We spent about 10 hours in Noumea



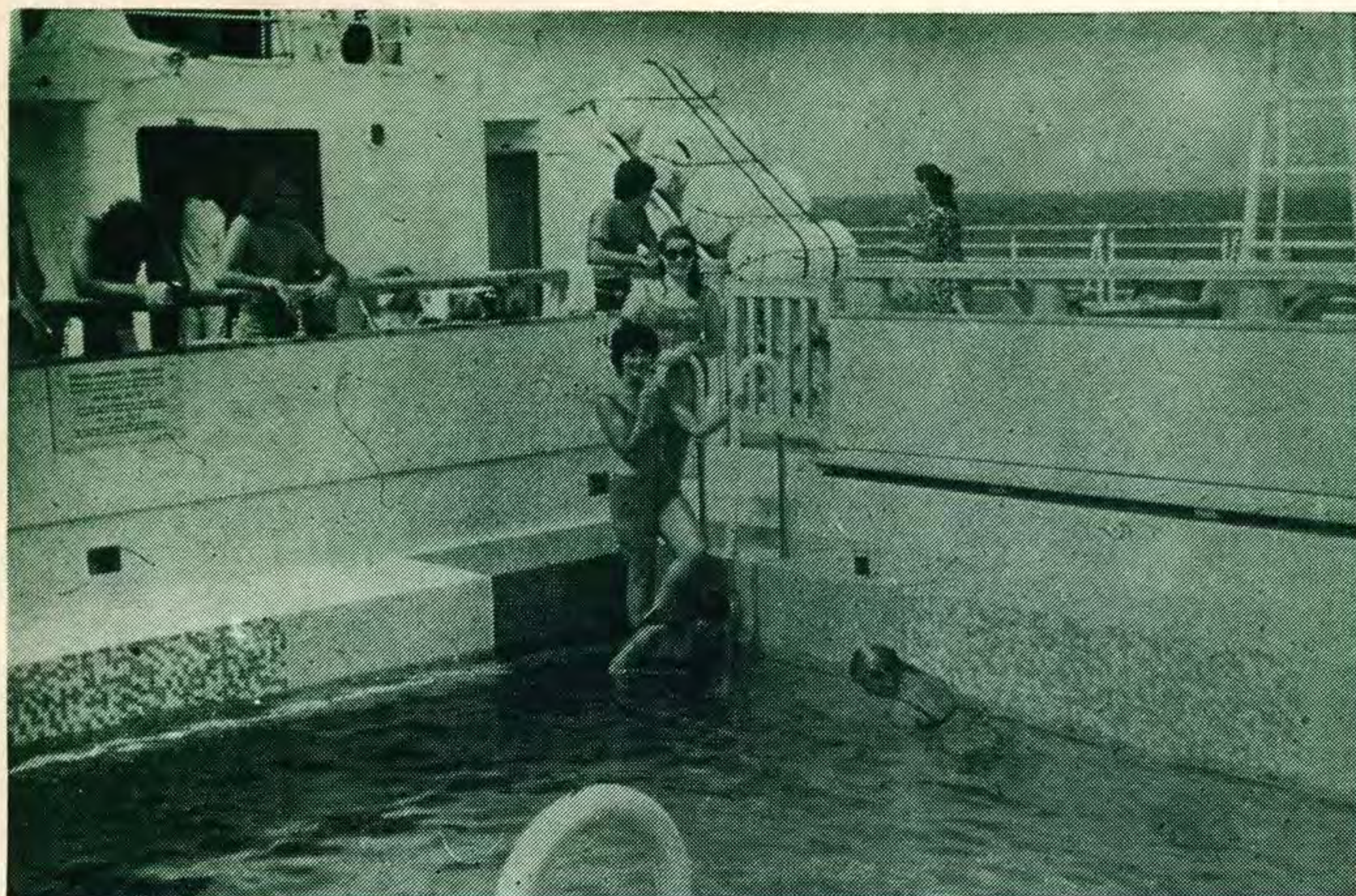
Bob and his wife, Eileen, enjoying the Captain's Cocktail Party one evening on board the Arcadia with Captain A. H. W. Dallas.

tennis, cards, music, reading and novelty games or just soaking up the sun in a deck chair. At night the large range of activities continued. These included cabarets, night clubs, poker machines, films or maybe a quiet drink in one of the nicely appointed lounges.

The meals were very satisfying, in fact you could eat as much as you wanted of high class food. Cabin stewards were available to keep the cabins clean and tidy, attend to changes of linen and towels, arrange



Typical of Noumean village is this collection of native huts.



The ship's swimming pool was always well patronised

Before the "Arcadia" continued her cruise toward Suva.

Three days of terrific ship life eventuated before the "Arcadia" berthed at Suva, the capital of Fiji. Duty-free shopping was the big attraction here and there was a choice of many shops, particularly for radios, tape and cassette recorders, cameras, binoculars and watches. However, apart from the cheap shopping, the area of Suva and surrounding districts

well worth seeing.

Most of the people in the rural areas live in villages situated on the coast or along the banks of the Rewa river. The thatched village houses were very picturesque. Ceremony plays a big part in Fijian life and custom prescribes ritual and ceremonial observances for a variety of occasions. One of Fiji's largest attractions is its coral; some of the reefs are measured in thousands of miles.

After a most enjoyable day in Suva we prepared to set sail for Auckland.

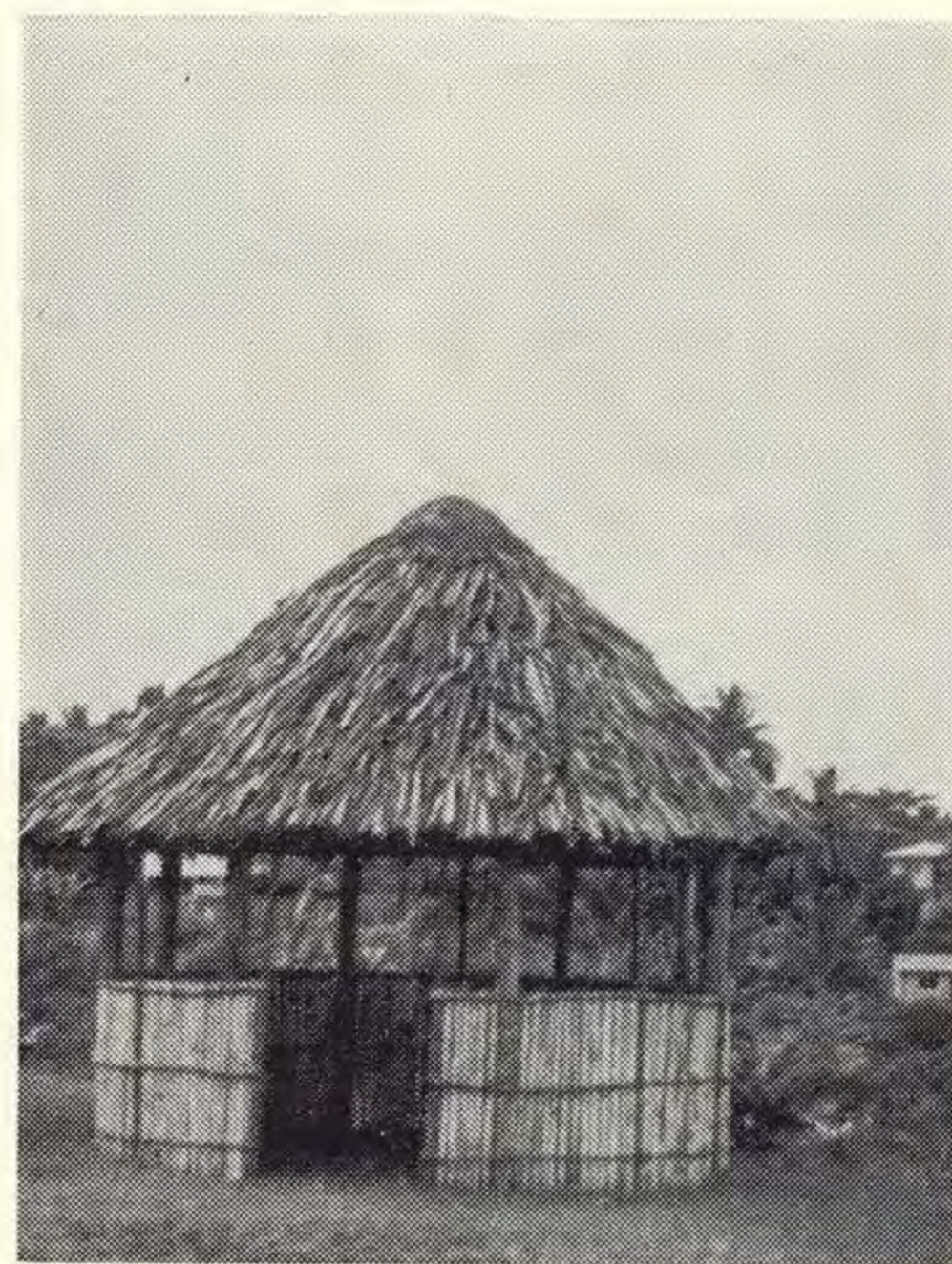
Before leaving we were entertained by the famous Fiji Royal Police Band. This band, probably the best I have heard, gave a fine recital at the wharf —certainly a fitting end to the day.

We arrived at Auckland on Saturday, March 25, and docked at Princes Wharf.

Auckland today is a go-ahead city with modern shops and buildings. It was difficult to visualise that less than a century ago the sea covered the site

of the city wharves, a marshy stream ran down Queen Street, barracks and blockhouses guarded the town and bullock wagons were the principal means of transport. The population of Maori and European people have equal rights, equal employment opportunities and the chance to live in peace, harmony and mutual respect.

We left New Zealand on the same day and arrived back in Sydney on Wednesday, March 29, to end a most enjoyable experience.



A typical Fijian village scene outside the City of Suva. Thatched huts and houses are spread amongst the natural tropical growth.



Entrance to one of Suva's large hotels situated near the Rewa River. Stalls have been established as an added tourist attraction, large variety of goods being available at duty free prices.

Morwell Power Station and Briquetting Factory Area Social Club Dinner Dance

held at the
Karma,
Friday, April 21



HELICOPTERS AT YALLOURN 'W'

To avoid about ten days work in installing and dismantling lifting equipment, John Thompson (Aust.) Pty. Ltd. used a helicopter to install the blow-down receiver vent pipe silencer for No. 1 Boiler at Yallourn 'W' Power Station.

The silencer was placed on top of the vent pipe, above the boiler house roof and about 285ft. above ground level by a large Sikorsky helicopter, brought from Sydney for this purpose by Helicopter Utilities of Longford, Gippsland. The two lifts required were of 2,480 lb. and 1,500 lb.

The exercise was carried out in the comparative quiet of Sunday morning, April 9, using the car park at the Yallourn Main Gate as a base. Movement was restricted by the proximity of transmission lines.

Despite some difficulty in erection and adverse weather which was the worst for several weeks, the job was completed in just over two hours. This included time taken, after unexpectedly long hovering, to refuel from drums

brought from Longford by light helicopter.

Thompsons plan to make further lifts

by helicopter and the experience they now have will allow them to simplify future exercises.



MANAGEMENT CHANGES

During the absence of Mr. Bill Asham, Manager, Power, on extended leave from May 8 to October 20, the following arrangements will apply.

From May 8 to May 26, Mr. Allan Crockett will act as Manager, Power and Power Engineer and Mr. Cyril Morellato will act as Briquetting Engineer.

Mr. George Bates, on his return from the Australian Administrative Staff College, will resume duty as Manager, Transmission, on May 29.

From May 29 until October 20, Mr. Jack Robertson will act as Manager, Power, and Mr. Allan Crockett as Power Engineer and Briquetting Engineer.



Picnic Lunches for Ballarat Deaf Children

Children from the Ballarat School for the Deaf last month toured the Latrobe Valley as part of an educational project.

They were taken on a personal tour of Yallourn, Morwell and Hazelwood

and the Commission made up picnic lunches for them.

The photograph shows 'Tiny' Hanlon handing over the packed lunches to the children.

Fluoridation of Yallourn's Water Supply

Recently an announcement in the local press advised the residents of Yallourn that from April 10, their water supply would be fluoridated; this gives rise to the question—"What is fluoridation?"

Fluoridation can be defined as a simple engineering process by which a soluble fluoride is added to water so that by human consumption it has the beneficial effect of reducing the prevalence of dental decay.

The fluoride salt is dissolved in water and the strength of the solution kept at a pre-determined level using precise measuring equipment. This solution is added to the treated water so that complete mixing takes place.

The final concentration of fluoride salt in the water is so small, of the order of one part per million, that

complete ionization takes place yielding fluoride ions; it is these ions that are the active agents in the protection of teeth.

At the Yallourn plant the chemical used is sodium silico-fluoride. The equipment consists of a hopper of 200 lbs. capacity passing the salt through feeding rollers into a dissolving chamber where it is dissolved in water and from there fed into the outlet from the filters. The equipment is mounted on a loss of weight recorder so that the quantity of salt used can be accurately measured.

The whole plant is designed to provide the accuracy necessary to achieve the small concentration of one part per million and has inbuilt devices which regulate the quantity of additive and provide against failure or overdosing. The operators receive special training



Roy Norden, who wrote this article, is Municipal Works Engineer, Yallourn.

to carry out the specialised testing used to check and control the concentration of fluoride in the water.

The raw water used at the treatment plant has a very low natural fluoride content and to provide the ideal dosage approximately 20 lbs. of sodium silico-fluoride per day is being added at the present water treatment rate of 1,500,000 gallons per day. As the treatment rate changes the metering device will vary the quantity of fluoride added so that the required concentration is maintained. To further tie up the process, samples of treated water are taken weekly at various points in the reticulation system and analysed for fluoride content.

Fluoridation has no effect on industrial processes and makes no difference to the taste, odour, appearance or softness of the water.

The basic benefit derived from fluoridation is the large reduction in the incidence of dental decay resulting from its use.

For many years scientists throughout the world have been conducting tests and controlled experiments on the effect of fluoridation on humanity. It has been established that a reduction in dental caries of at least 60% can be expected by its adoption.

Next to the common cold, dental decay is the most universal disease suffered by mankind and is possibly the cause of many other complaints and illnesses. The annual cost to the nation through loss of working time and expensive dental treatments amounts to millions of dollars and any reduction in dental decay must benefit the nation's economy. It must be understood that the effect of fluorida-



Reservoir Attendant Ken Patching tests a sample to ensure that the fluoride content is within the prescribed limit — 1 part in 1 million.

Obviously there is room for improvement offered by fluoridation.

Dental Associations and Health Organisations throughout the world have been strong in their support of fluoridation and have issued many publications setting out the advantages of the process and recommending its general adoption.

Some voices have been raised in protest against fluoridation, but opposition to public health measures is not new—there was vigorous opposition at the time to small-pox vaccination and even more recently to the introduction of salk vaccine.

One point of opposition argument is that fluoridation is mass medication—fluoridation is not mass medication, it is simply a process of raising a natural trace element to the level where it does the most good.

There are no objections raised to the pasteurisation of milk or the chlorination of water—processes of health improvement which have everyday acceptance. Another point raised by objectors is that the security of fluoridation could bring about a carelessness in the accepted standards of hygiene and diet which we have been taught for preservation of dental health. However, fluoridation is not intended to take the place of a good well-balanced diet or act as a substitute for tooth cleaning, but it will supplement these necessities and by reducing dental decay by 60% will make correct hygiene and diet more effective. There have been many other objections voiced, some of them "way out" and these were all thoroughly investigated by the Royal Commission held in Tasmania and were found to be completely groundless. The Commission found that, in general, fluoridation at the prescribed concentration was completely harmless and of definite benefit to the community.

A plebiscite was held in Yallourn to ascertain the wishes of the townspeople — only seven residents did not want the town water supply fluoridated.

Many parents in Yallourn have been giving their children fluoride in some form before the water was fluoridated and they should now stop this practice and rely on the fluoride provided in the drinking water.



Heart of the fluoridation equipment—the hopper, mixer and loss of weight recorder.

tion will become evident in the younger generation whose teeth are still in the developing stage and, as the benefits are lasting the improvement in overall dental standard will manifest itself as they reach maturity and this will be perpetuated in successive generations. The main advan-

tage in the near future to the older members of our community will be the reduced cost of their children's dental treatments.

We Australians have a shocking record of dental decay, especially among young children, and recent statistics placed us second in the world.

SAFETY SECTION

“SAFETY CONSCIENCE” OUR GOAL

By Geoff Hall
Safety Engineer

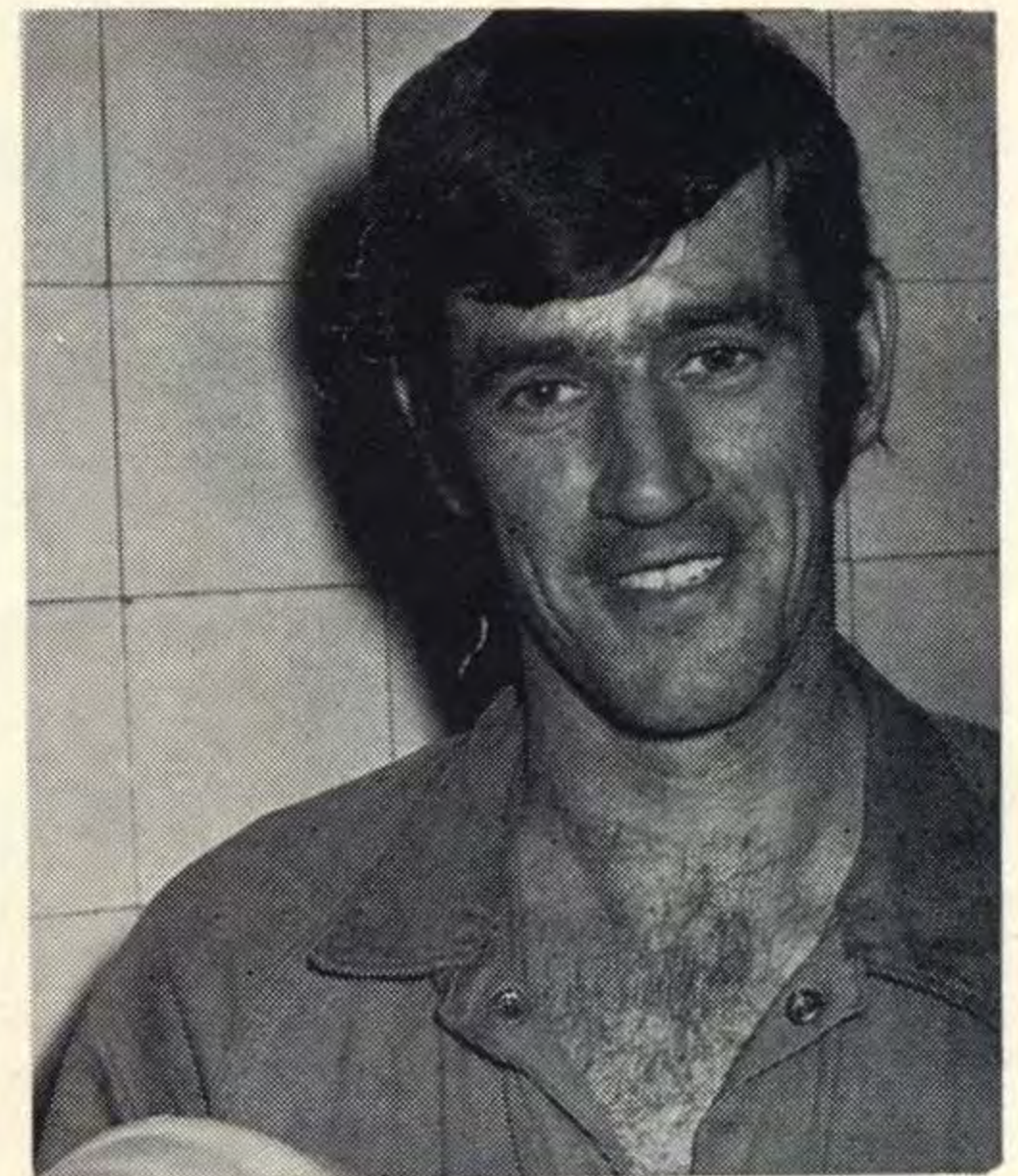
As the new Safety Engineer for the Department, I would like firstly to introduce myself to those who do not know me. I am of local origin having been born in Moe and raised and educated in Yallourn. Following a cadetship with the S.E.C. I spent five to six years in Melbourne with the Overhead Mains Section, returning to Latrobe Valley in 1967 to spend eighteen months or so with Area Lines. Following this I spent approximately three and a half years with Transmission Division, being employed primarily on construction work at the 500kV switchyard at Hazelwood Terminal Station and 220kV switchyard extensions at Yallourn.

The date of my taking up the position of Safety Engineer is in some ways a poor one, coinciding with a fatal accident at Morwell Briquette Factory and the worst month, March, for disabling injuries in the Latrobe Valley for almost twelve months, twenty-five disabling injuries in all being registered. However, on the other side of the ledger, we have the Morwell-Hazelwood Stores Group attaining 1,000,000 manhours worked without a disabling injury and still going, a Turtle Club award to Brian Mathison of Yallourn Power Station and a pending Wise Owl Club award to Tony Teunissen of Hazelwood Power Station.

You may well ask what new and

revolutionary ideas will come along with a New Safety Engineer. In answer I will say that I believe there is no magic formula in accident prevention. Excellent accident prevention records are only achieved in companies where there is a safety awareness among all members from the top management level down to the shop floor. We have made a great deal of progress in the Latrobe Valley and I am certain our attitudes have changed considerably, however, we must continue to strive relentlessly until all our personnel are safety conscious and accept accident prevention as an inseparable part of our daily tasks. Each and everyone of us has a part to play in the development of this attitude. Formal courses will continue to be run and varied to meet our changing requirements, Safety Awards and "gimmicks" will continue and be varied from time to time with no doubt many new ideas coming to light, and we must continue on the less formal basis to convert the "risk-taker" or the careless members of our work parties.

We must remember to keep an eye on the new man; he may not appreciate some of the safety precautions that you know and feel are just good commonsense. We must all continue to develop a "Safety Conscience" in all employees in the Valley.



New Turtle Club Member

Brian Mathison, a rigger at Yallourn Power Station, became the thirtieth Latrobe Valley employee to become a member of the Turtle Club when he was presented with his Turtle Club helmet, Turtle Club Membership Certificate, Turtle Club Lapel Badge, wallet and membership card, and letter from the Federal Manager of the N.S.C.A. by the Deputy Manager, Mr. Graham Black, on May 3.

On September 21, 1971, Brian was saved from serious injury to his head when a ten foot plank approximately 35 lbs. in weight fell some 24 feet striking Brian's hard hat and deflecting on to his shoulder and hip. Brian lost six days with injury to his left hip, but did not suffer any head injuries.

Brian's case is another example to the rest of us of the value of wearing the protective clothing we are issued with.

Check Your Footwear

An employee at the Yallourn Power Station recently had a lucky escape from what may have been a nasty foot injury. The employee received a new pair of safety boots which he wore for a few hours, however, on attempting to remove them the employee had to tear both socks before the boots could be removed. Inside each boot was a nail protruding approximately half an inch and pointing toward the toe. If either nail had entered the employee's foot it would have acted like the barb of a fish hook and the boot would no doubt have had to be cut from the foot.

The boots in question have been returned to the manufacturer and the Yallourn and Morwell Stores have checked their current stocks of footwear. However, the message is clear, **PRIOR TO PUTTING ON ANY NEW FOOTWEAR, THOROUGHLY INSPECT THEM INTERNALLY.**

Watch That Wet Road!

Winter is here again, and with it will no doubt come the spate of motor vehicle accidents that always accompany the first rains following a long dry spell. Let us as S.E.C. drivers set the example by observing the words of advice issued by the Commonwealth Department of Shipping and Transport. This advice applies to everybody, but particularly to those among us who received their driver's licence in the last six months and may not as yet have had any wet weather driving experience.

Wet weather reduces both visibility and traction. Commonsense dictates that speed must also be reduced.

Dirty windows and interior condensation add tremendously to these hazards. Ensure your windscreen

wipers, washers and demisters are in first class working condition.

In heavy rain switch on your headlights on low beam in order to be visible from in front and behind.

After a long dry spell the first rain can make conditions particularly hazardous with a fine slippery mixture of dust and oil film on the road. Under these conditions remember to avoid:

1. Sudden changes of direction;
 2. Unnecessarily sharp application of the brakes;
 3. Sudden bursts of acceleration.
- To prevent skidding remember the A-B-C of good driving:
Accelerate gently;
Brake gently;
Corner gently.

Morwell-Hazelwood Stores Achieve 1,000,000 Accident-Free Manhours

The 88 members of the Morwell-Hazelwood Stores Group have worked one million manhours—for a period of 5½ years—from April, 1966, to February this year, without a single disabling accident.

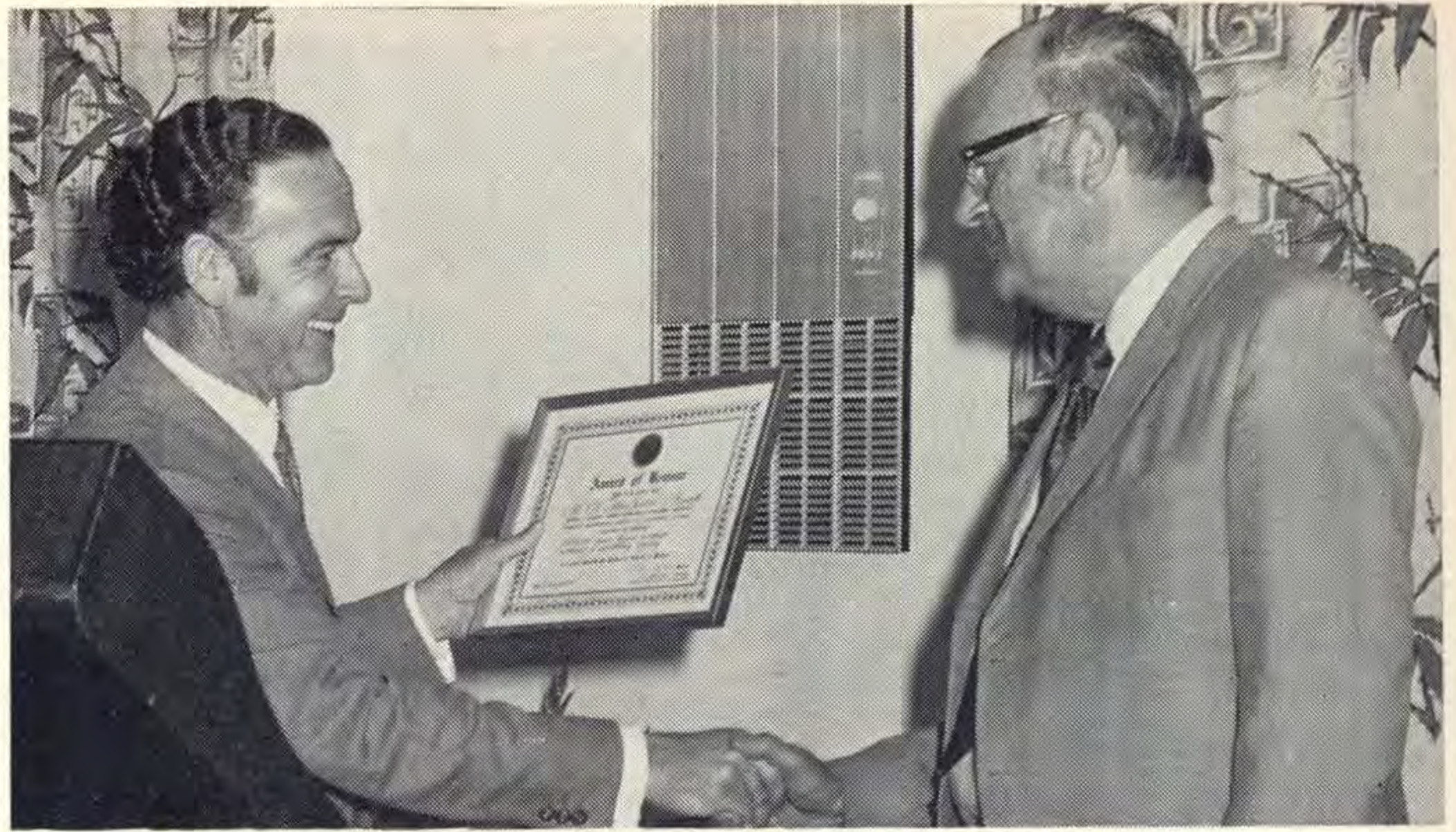
A special function was held at the West Mess, Yallourn, on Thursday, May 5th, to celebrate this outstanding safety performance.

Mr. Charles Trethowan, Deputy General Manager, who came down from Melbourne for the event, said, "Your work involves you in a very wide range of activities ranging from clerical work to manual handling of a wide range of materials which require the use of gantry cranes and mobile plant. It is the sort of work where accidents could occur if there was not a concentrated effort to work safely."

Mr. Trethowan went on to comment on the general improvement in the Latrobe Valley accident frequency rate; in 1967-68 it was 36; in successive years it decreased to 31, 22 and 20 for 1970-71. The progressive figure for this year up to March is 16.5. "That is a remarkable achievement," he said.



As it was not practicable to present an individual award to every member of the group, the Manager, Latrobe Valley Department, Mr. Bill Schulz, presents an award on the group's behalf to one of Stores' longest-serving members, Bill Corin. Syd Kirchner and Norm Atkin are in the background.



The Deputy General Manager, Mr. Charles Trethowan, presents a gold-framed Award of Honour certificate to Storekeeper Norm Atkin.



Enjoying the spread after the presentation are (left to right) Frank Collins, Alex Hood, Jim Anderson, Frank Rolih, Jack McLean and Hans Witteveen.



Adrian Kennedy, with head well down, presides over a table with (L-R) Dennis Ferguson, John Barlow, Harry Clarke and Alan Cameron.



Hoisting the Award of Honour Pennant are Ron Farrington and Part-Time Safety Officer, Jack Wilkinson. In between are (L-R) Peter Duncan, D.G.M. Charles Trethowan, L.V. Manager Bill Schulz, Norm Atkin (holding the certificate) and Max Gray. Kneeling in front are Ron Osborne and the man who has the responsibility for all L.V. Stores, D.M.O. Syd Kirchner.

YALLOURN 'W' POWER STATION

State Electricity Commission of Victoria



Yallourn 'W' Booklet now Available

A new booklet has just been published featuring Yallourn 'W' Power Station.

The booklet gives details of generating and boiler plant, cooling system, coal supply and transmission, also a diagrammatic representation of the electricity-making process.

This booklet is available to all Commission personnel. If you would like a copy contact the Visitors' Centre, Yallourn (Ext. 2773) or the Public Liaison Office, Morwell.



Weather Station Visit

A party of Moe High School pupils visited the weather station at Yallourn Reservoir recently and were shown the various meteorological instruments and their purpose.

Commission Sponsors T.V. Show

The Commission, in conjunction with the electrical industry, is sponsoring a half-hour Footy Show every Friday night at 10 p.m. on GLV-10.

The show features a two-minute segment devoted to Commission activities in the Latrobe Valley. The backdrop is the work of Maurie O'Neil and his men.

Why not tune in?



Melbourne's Lord Mayor Visits Us

The Lord Mayor of Melbourne, Cr. A. Rowlands, accompanied by various City Councillors paid a visit to the Latrobe Valley on Friday, April 14.

The City of Melbourne is the Commission's largest bulk-purchase customer for electricity and the Lord

Mayor and Councillors were especially interested in seeing the power stations where their electricity comes from.

Here, Construction Engineer, Phil Ashmead (left), explains some of the finer points of Yallourn 'W' Station to the Lord Mayor.



COMMISSION MAN GAINS C.M.F. PROMOTION

On the left, Alan Edwards, Electrical Spare Equipment Officer, Morwell Factory Area Stores; on the right, Second Lieutenant Edwards of 'A' Squadron 4/19th Prince of Wales Light Horse, C.M.F.

Alan has been in the C.M.F. since 1958, serving with the S.E.C. Regiment

until he transferred to the 4/19th in 1968. He had achieved the rank of Staff Sergeant and there was little likelihood of further promotion so Alan put in for transfer.

Alan is the first Latrobe Valley Department employee to be commissioned in the 4/19th since Bob Watts of the

Departmental Training Centre gained his commission ten years ago.

Based at Traralgon, 'A' Squadron of the 4/19th is equipped with Ferret Scout Cars and Alan is a Troop Leader, commanding five of these. The squadron hopes soon to be equipped with the new, aluminium-armoured 113 Armoured Personnel Carriers.

Alan's C.M.F. activities involve him in a weekly training session, three weekends every two months and a 16-day training camp each year. Last year the training camp was at Puckapunyal and the year before involved tactical training in the South Australian desert, based at Murrayville.

Other Commission employees who are also serving with 'A' Squadron of the 4/19th Prince of Wales Light Horse are Dave Holloway of Stores, Ron Brooks and Bob Watts of the Training Centre and Rigger Ernie Mustafa.

In case you are wondering what the medal ribbon on Alan's chest signifies, it is the Efficiency Medal, awarded for twelve consecutive years of efficient service.

PRIZE WAS SURPRISE

Selena Stoclikovic of Yallourn Drawing Office bought a ticket in a raffle organised for the benefit of Morwell Technical School.

The draw was held and Selena's number came out of the hat. Bill Brymner, a draftsman at Yallourn, was the organiser of the raffle and the next day, Thursday, April 27, he brought in Selena's prize, which she was unaware she had won, and presented it to her in the Drawing Office.

The photograph shows Bill handing over the prize—a portable T.V. set—to Selena.





Alex James, a Leading Hand Plant Operator at Forestry, Yallourn, retired on Friday, April 14, after a total of 27 years' service.

Alex first joined the Commission in 1941 and worked shifts at Yallourn Power Station as a trimmer, greaser and fireman.

When his health deteriorated in 1951, he left the Commission and went back to the timber industry in Bairnsdale for four years. He returned to Yallourn and started work with the Forestry Section in 1955, where he was involved in road construction, fire protection works and fire fighting. Mainly, however, he was involved in the Land Utilisation Scheme as a "fencing engineer" and several hundred miles of fences erected by Alex and his gang throughout the Valley serve as a monument to his efforts.

We wish Alex and Mrs. James many years of happy retirement in their home at Lakes Entrance.



Jim Doig, a Leading Hand Patrolman, retired on Friday, April 14, after 15 years' service.

Principal speakers at a farewell

were Patrol Supervisors Ted Jones and George McArthur, who thanked Jim for his conscientious and loyal service and wished him a long and happy retirement.

Jim, who commenced as a labourer fifteen years ago, intends to spend his retirement near Geelong, where he has bought a house.

Departmental Administrative Officer, Neville Thompson, on behalf of his many friends, presented Jim with a suitcase, overnight bag, portable gas stove and a travelling rug.

RETIREMENTS

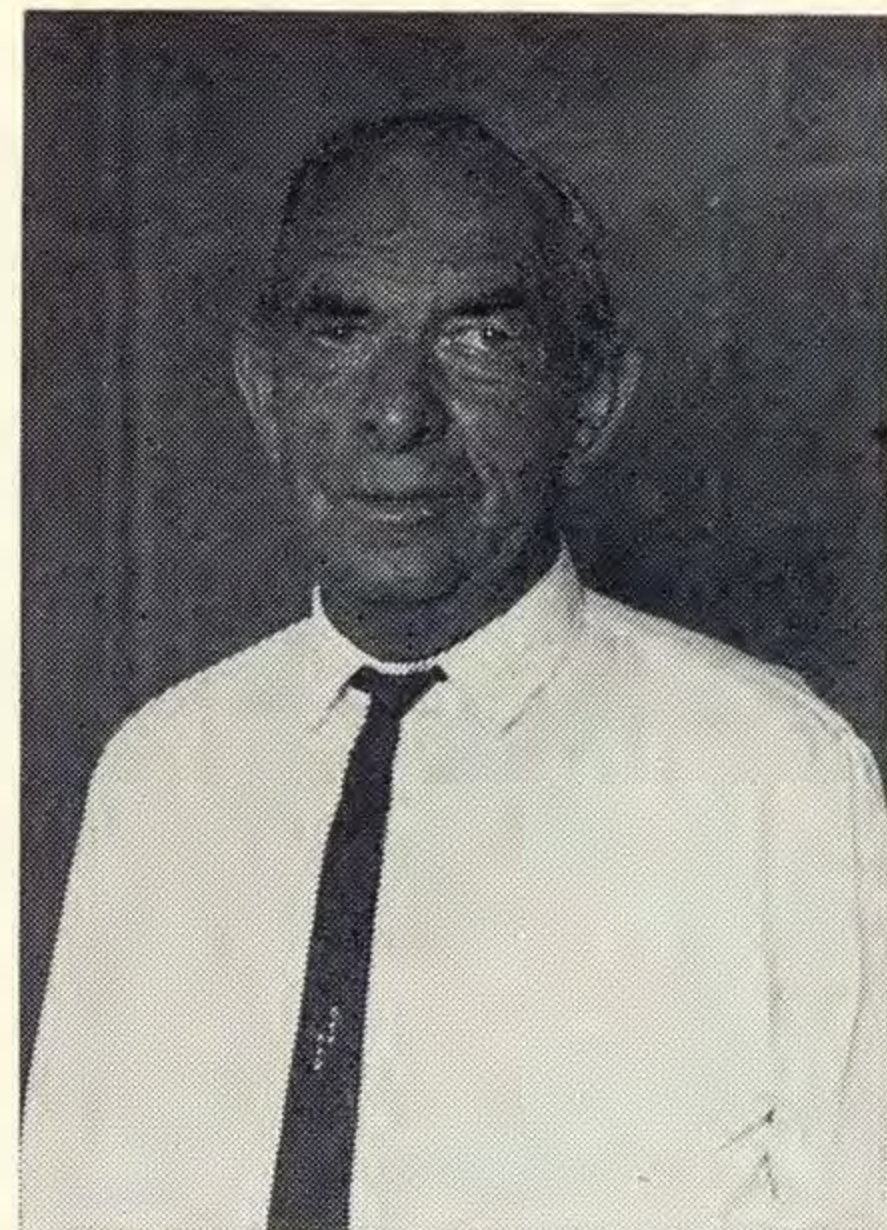


Bert Daubin, a Leading Hand Fireman at Yallourn Power Station, retired on Friday, April 21, after 21 years' service with the Commission.

During his time at Yallourn, Bert worked at 'A', 'B', 'C', 'D' and 'E' Power Stations.

His first job on joining the Commission in 1951, was as a carpenter with Construction. In 1955, he became a Fireman in the Power Station and in 1964, was appointed Leading Hand.

A keen amateur carpenter and handyman, Bert was presented, on behalf of his mates, with a bench vice plus cash by Allan Crockett in his capacity of Acting Power Engineer.



Allan Rickman, L/H 1st Class Machinist with Municipal, Yallourn, retired on Wednesday, April 12, after 46 years' service.

'Ricky', as he was known to his many mates, was actually engaged in 1922 as a 'nipper', but left shortly after. He rejoined in 1926 as a horse driver and two years later drove the first Commission truck.

He then worked with the water supply construction and maintenance gang and in later years he has been occupied in collecting samples of water, air and effluent pollution.

A keen sportsman, Ricky played tennis for Yallourn North, football for Morwell Bridge, cricket with Municipal and was a member of Yallourn Fire Brigade. Later he became a keen bowler.

Always very active in social activities, Ricky will be remembered by a host of friends, Mr. Bill Schulz, Manager, Latrobe Valley Department, said as he presented Ricky with a gold watch—only the third ever to be presented by the Commission.

Ricky also received a portable barbecue, complete with steak, a fishing rod and reel and flowers and chocolates for his wife.

Three More Suggestion Award Winners from Hazelwood

George Scholes, Maintenance Overseer in the Turbine House at Hazelwood Power Station, received an award of \$120 for a suggestion that will make servicing of turbines quicker and easier.

The award, George's second, was made on Wednesday, April 26, by Hazelwood APSS, Bruce Johnston.



Two other suggestion awards were made to Mechanical Fitters, D. Jilbert (\$30) and A. Dummer (\$60).

The photograph shows the three award winners (from left to right), D. Jilbert, A. Dummer and G. Scholes.



Latrobe Valley Suggestion Panel Meets

The Latrobe Valley Department Suggestion's Panel held its first meeting on April 6 and 7, at the Yallourn Administrative Building.

Pictured from left to right are: Keith Evans (Co-opted member), Geoff Hall (Safety Engineer), Bill Crossman (Chairman), Noel Burgin (Secretary) and Jack Drummond.

SUGGESTION AWARDS, 1972

	Power		Coal		Services		Transmission		Commercial		Totals	
	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$
January	6	165	—	—	3	40	—	—	—	—	9	205
February	22	620	—	—	4	175	2	30	—	—	28	825
March/April	9	215	—	—	—	—	—	—	—	—	9	215
TOTALS	37	1000	—	—	7	215	2	30	—	—	46	1245
Approx. Average Awards		\$27		—		\$31		\$15		—		\$27

SPORT PARADE

Footy Personalities of The Mid - Gippsland League

Commission personnel in the Latrobe Valley play a big part in running the many footy clubs throughout the area. This month we take a look at the Commission men who are active in the Mid-Gippsland Football League Clubs.



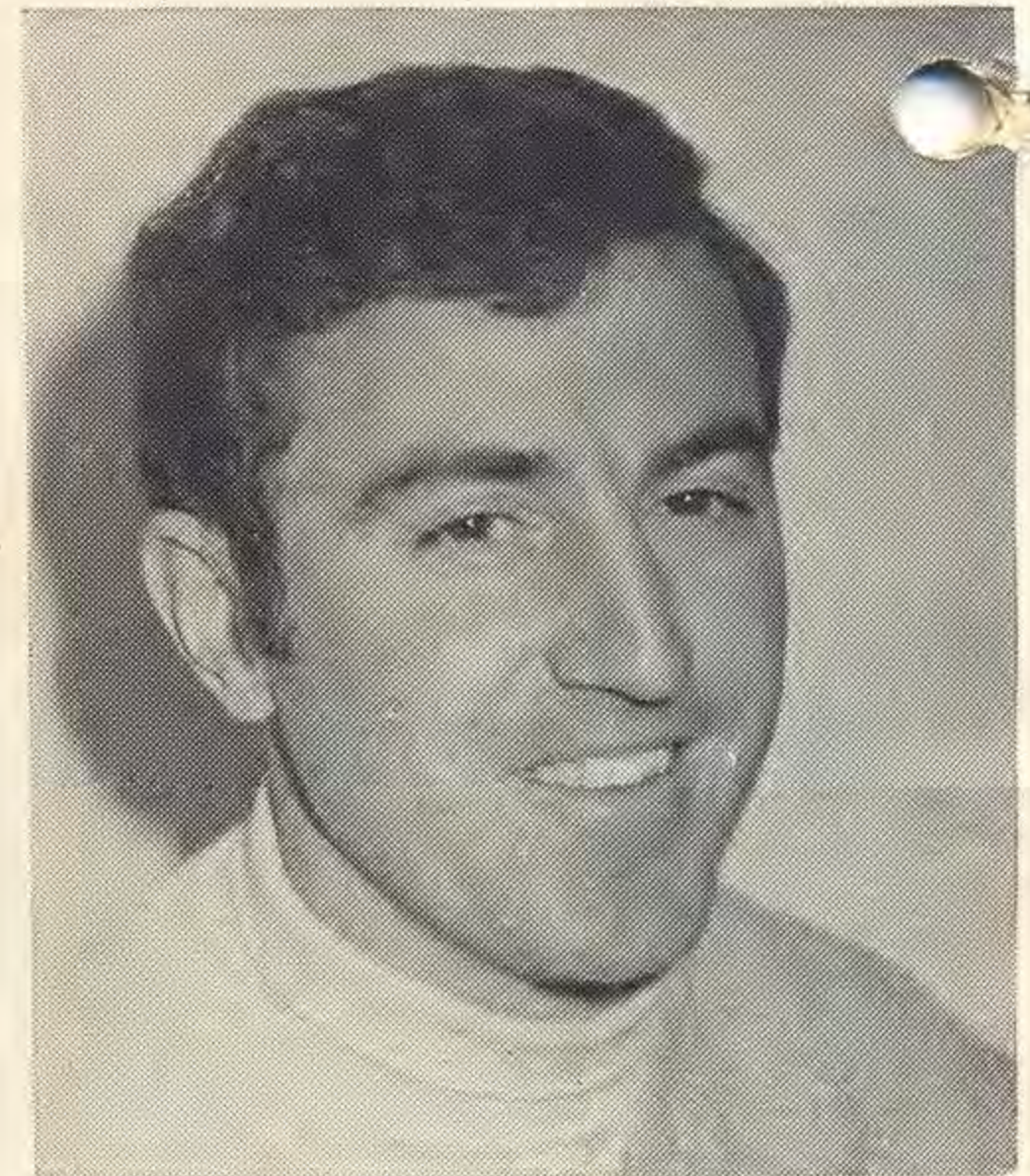
Brian Bertoli of Morwell Workshops is Senior Coach, and Denis Hallinan, Senior Admin. Clerk of Briquetting, is Secretary of Newborough F.C.



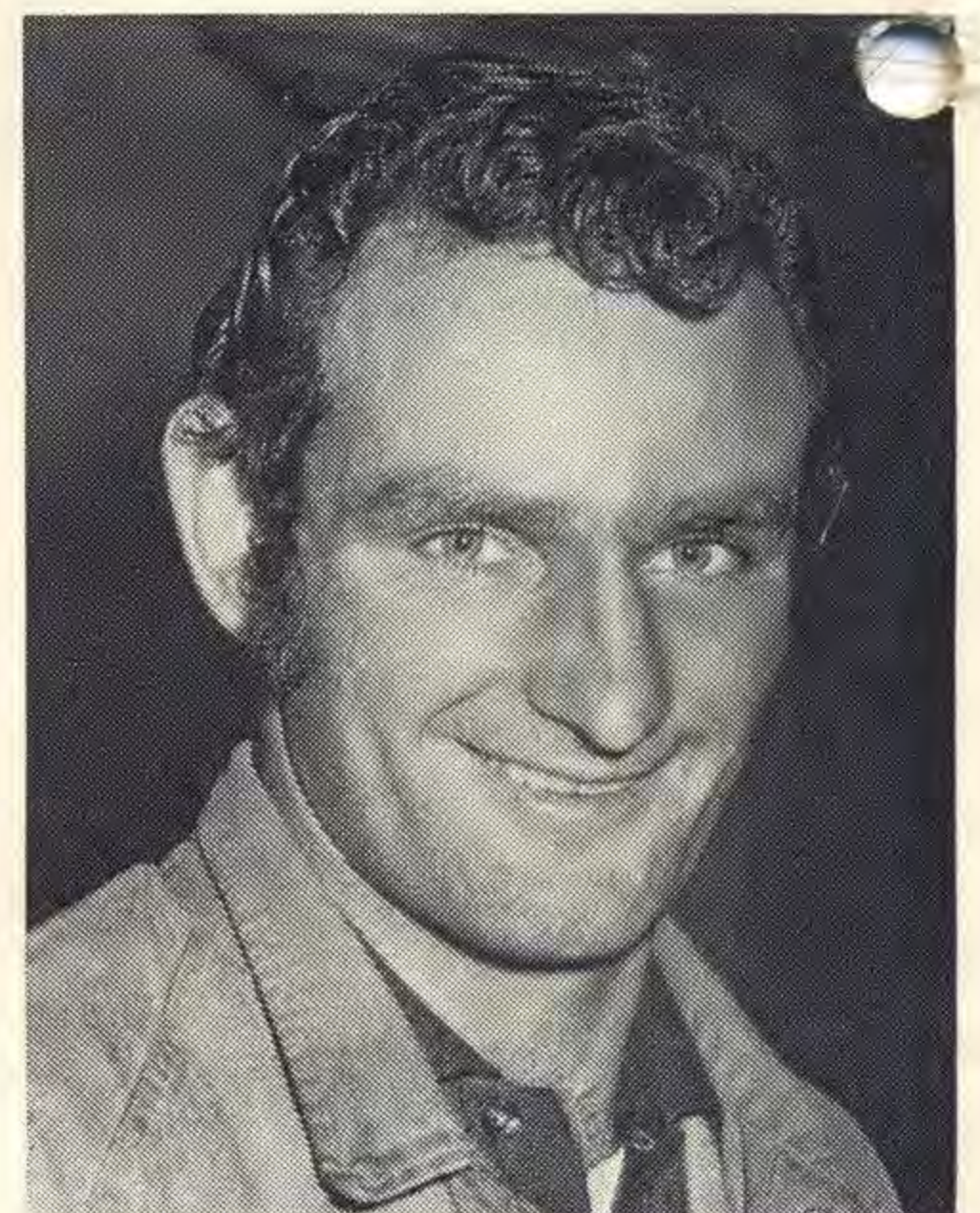
Yallourn North F.C. have Ken Healey, Instruments Tests, Yallourn 'W', as Senior Coach and Norm Cook, Maintenance Foreman at Y.P.S., as President.



Jack Cronin, a Patrolman based at Yallourn, is Senior Coach of Hill End F.C.



Bill Ebbut of Hazelwood Power Station Laboratory, is Secretary of Yinnar F.C.



Hazelwood - Churchill F.C. Senior Coach is Ken Jennings, a Rigger with Coal Production Maintenance, Morwell.