

Rooney

contact



THE STATE ELECTRICITY COMMISSION LATROBE VALLEY DEPARTMENT MAGAZINE

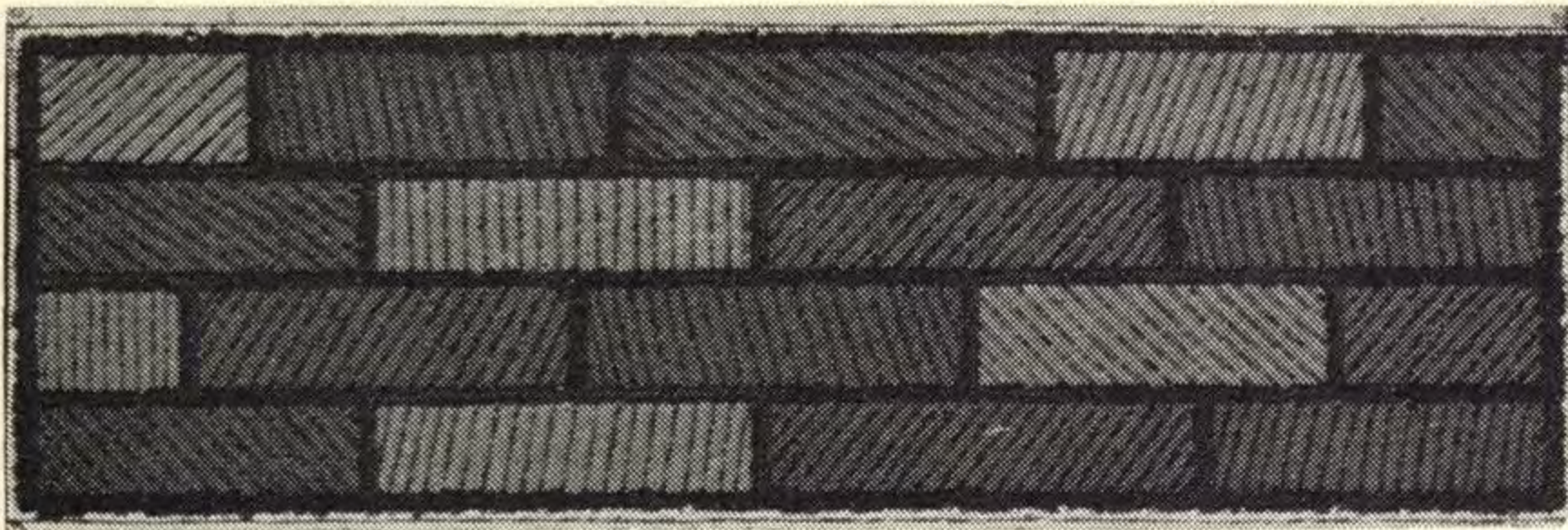
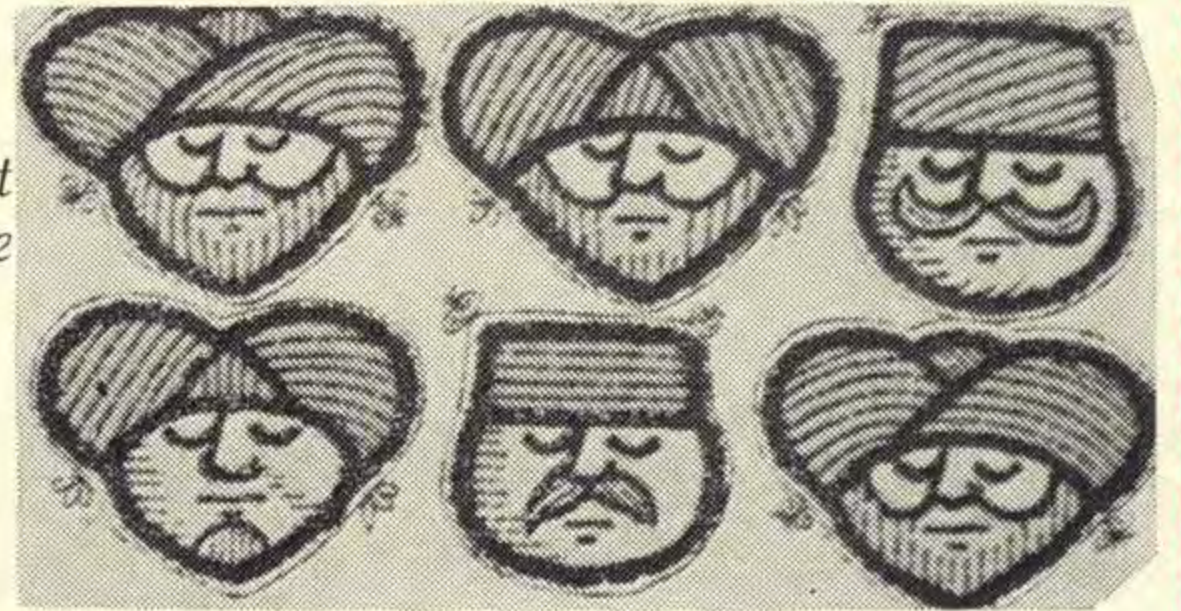
JUNE, 1972

THE PARABLE OF

The Blind Men and The Elephant

BY JOHN GODFREY SAXE

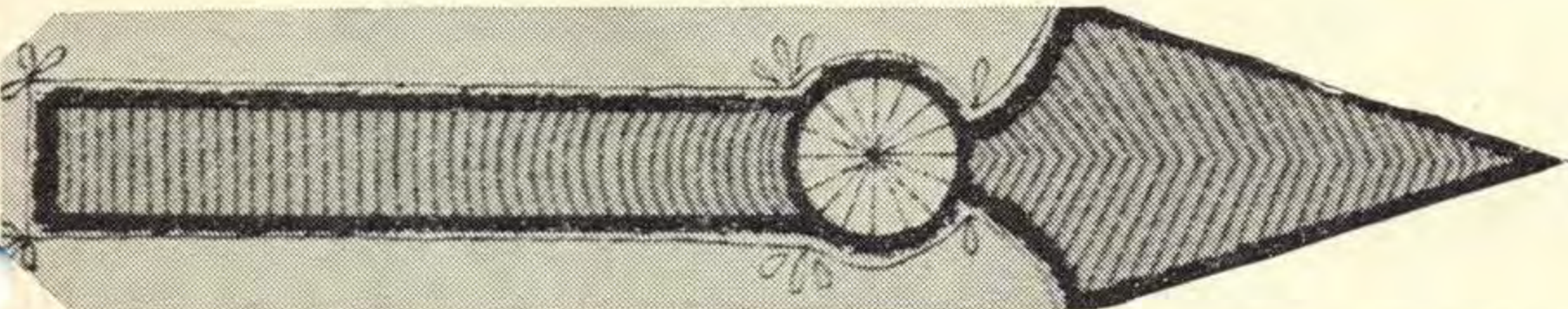
*It was six men of Indostan
To learning much inclined,
Who went to see the Elephant
(Though all of them were
blind),
That each by observation
Might satisfy his mind.*



*The First approached the Elephant, / And happening to fall
Against his broad and sturdy side, / At once began to bawl:
"God bless me! but the Elephant / Is very like a wall!"*

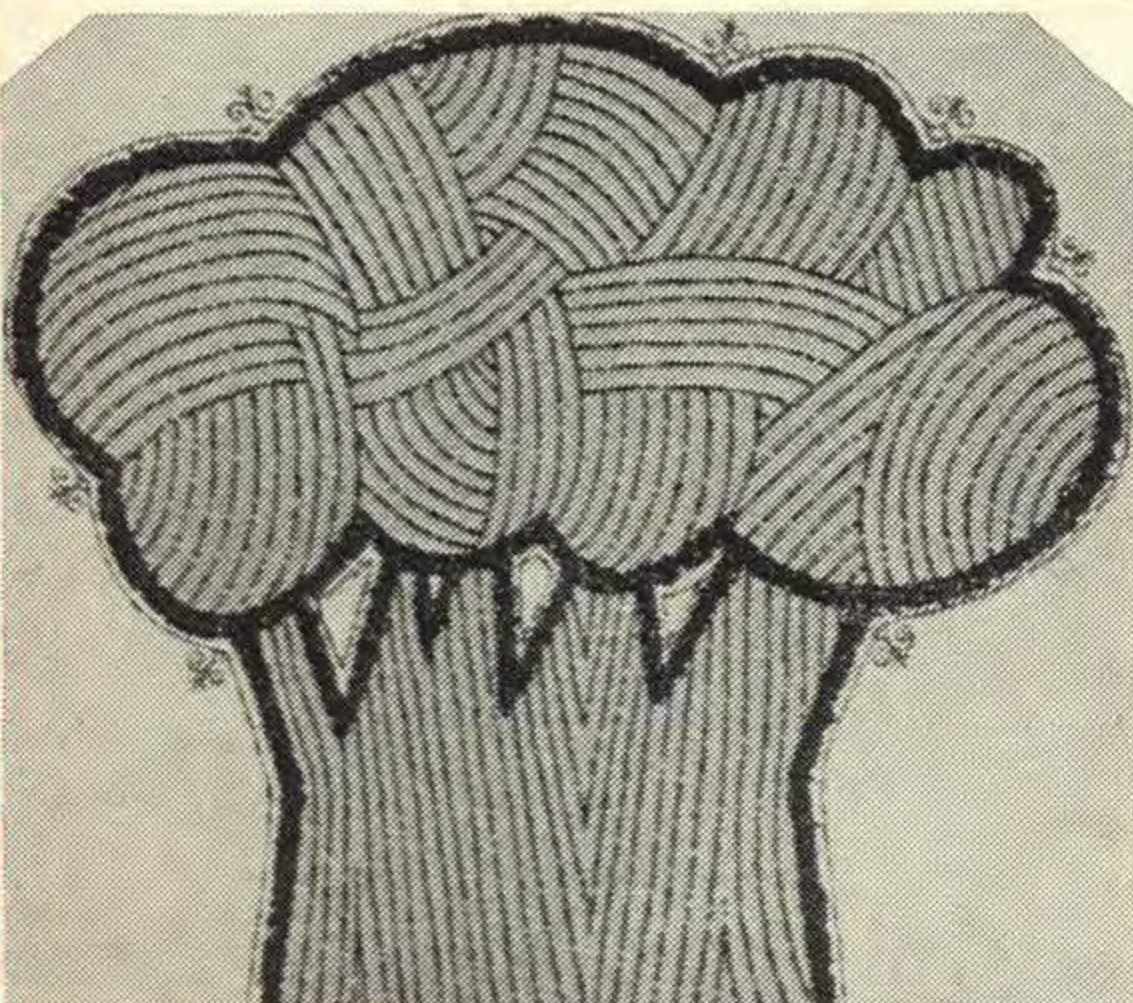


*The Third approached the animal
And, happening to take
The squirming trunk within his hands
Thus boldly up he spake:
"I see," quoth he, "the Elephant
Is very like a snake!"*

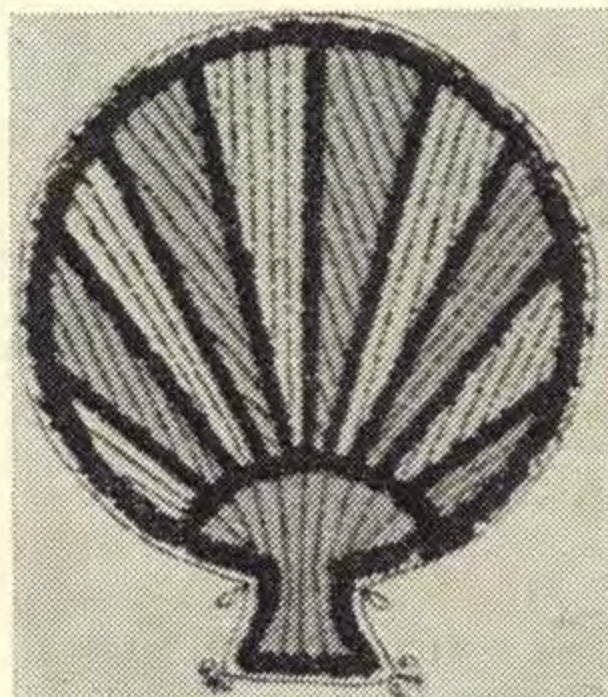


*The Second, feeling of the tusk / Cried, "Ho! what have we here
So very round and smooth and sharp? / To me 'tis very clear
This wonder of an Elephant / Is very like a spear!"*

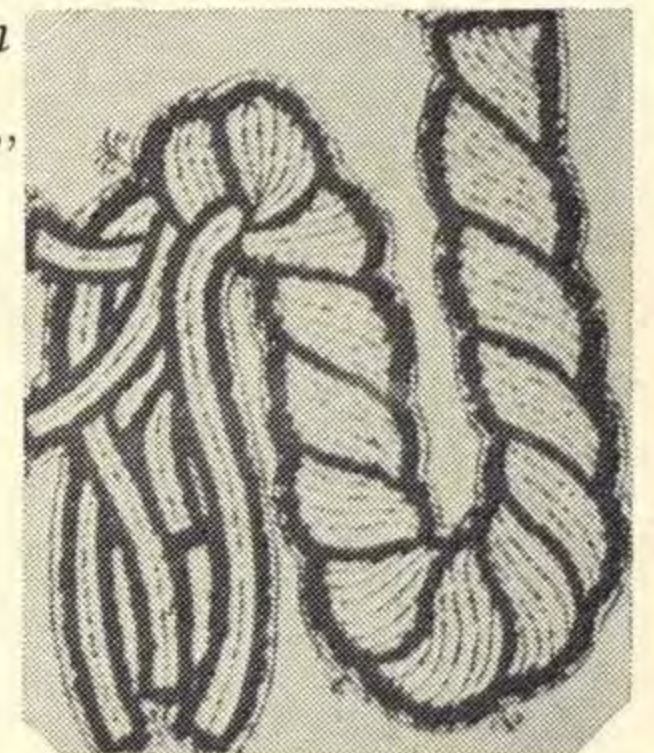
*The Fifth, who chanced to touch the ear,
Said: "E'en the blindest man
Can tell what this resembles most;
Deny the fact who can
This marvel of an
Elephant
Is very like a fan!"*



*The Fourth reached out an eager hand,
And felt about the knee:
"What most this wondrous beast is like
Is very plain," quoth he;
"'Tis clear enough the Elephant
Is very like a tree!"*



*The Sixth no sooner had begun
About the beast to grope
Than, seizing on the swinging tail
That fell within his scope.
"I see," quoth he, "the Elephant
Is very like a rope!"*



*And so these men of Indostan / Disputed loud and long,
Each in his own opinion / Exceeding stiff and strong.
Though each was partly in the right, / They all were in the wrong!*

Where a small number of people are trying to co-operate in pursuit of a common goal, effective communication can be achieved without great difficulty. However, ours is a very large and complex organisation and our problems in achieving good communication are becoming increasingly evident.

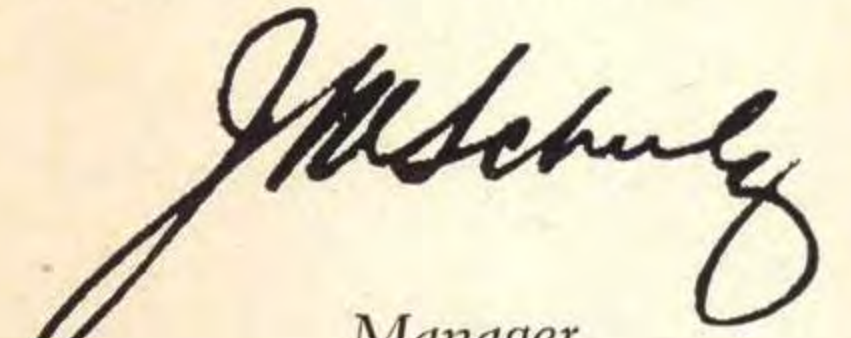
Recent events have shown, once again, the tremendous cost of ineffective communication.

Last year we sent Bob Bigelow to the U.S.A. for a period of intensive

study of communication and organisational behaviour and he is now working on some of our problems. Gradually this work will be extended and he will be available to consult with people in all of our Divisions. But, regardless of the special activities we will undertake, improvement in communication will only be forthcoming when we all become more conscious of the individual parts we must play.

One of the most important tasks facing all of us is to make maximum

personal contribution to improving any communication exchanges that we have with others both within and outside the organisation. In this regard, I strongly recommend that everyone should read and think about Bob's article in this issue of "Contact".



Manager,
Latrobe Valley Department

Communication —

by BOB BIGELOW

Your Problem and Mine

We all face extremely difficult problems relating to a wide variety of things in our lives. Whether we are considering conflicts between nations that may lead to world war, community problems that seem no nearer to solution, conflicts between management and unions that seem to help no-one or problems within our own families, the prospect of finding acceptable and workable solutions often seems hopeless. The common thread running through all of our problem areas is our inability to communicate effectively with each other.

What do I mean by communication? I am not talking about telephones, radio, newspapers, T.V., etc., these are only the media we use in order to communicate. I am talking about the basic problem of having another person understand thoughts that you have in your mind. We endeavour to communicate with each other for a variety of reasons. We may intend that another person learn something that he didn't know before, we may want him to change his opinions about something (or us) or we may want him to do some thing that he won't do unless we convince him it should be done. Regardless of the purpose of our communication, we have little hope of success unless he understands what we have in mind. Achieving this common understanding is extremely difficult.

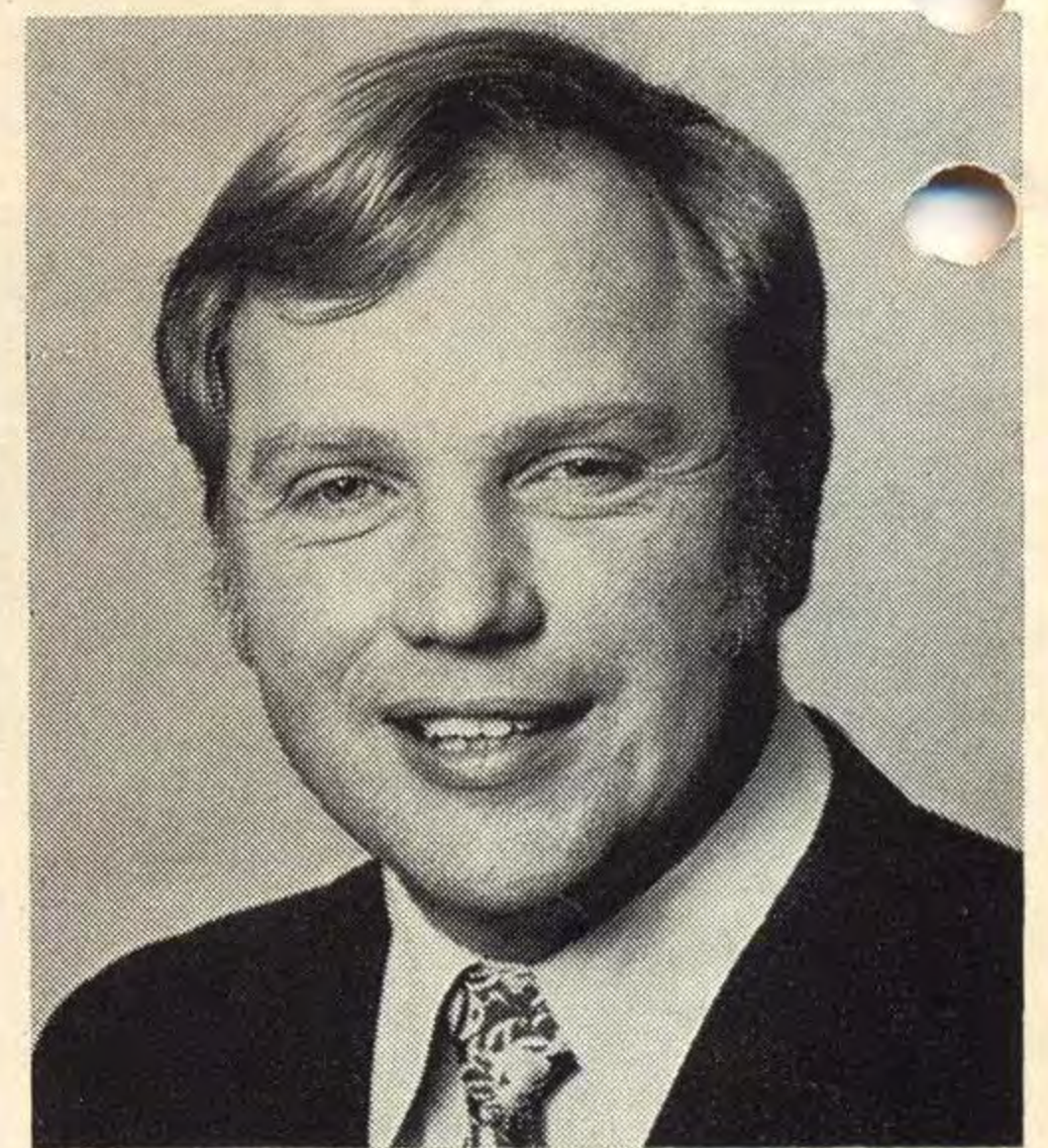
The intention of this article is to help you understand more fully some of the many factors that make effective communication between human beings so difficult to achieve.

First, we must recognize that communication is impossible unless the people involved are prepared to trust each other. Trust has to do with how we expect the other person to behave and if we cannot accept that he will do the things he says he will do, then we can't communicate. You may well say, but he has shown me in the past that he doesn't do what he says he will, so how can I trust him? This is difficult but often he thinks the same way about you. There is only one way to break this deadlock and that is to "stick your neck out" and give him the benefit of the doubt, even if the doubt is very strong.

If we all just wait for the other person to start showing us he can be trusted we are going to be waiting a long time. In fact, we will never make it.

What we must do is each recognize that we are involved with other people and to get along in this world we must keep on trying to communicate more effectively. We each owe it to ourselves to "take the plunge" and be a little more trusting. Sure you will be let down from time to time, but you will also be agreeably surprised to find that many people will respond to your trusting them by becoming much more co-operative and willing to try and understand.

If you really believe that you can't be a little more trusting towards the people you are trying to communicate with, then the rest of this article won't help you much, but I believe that most of us can and will be prepared to try, so here is the rest of it.



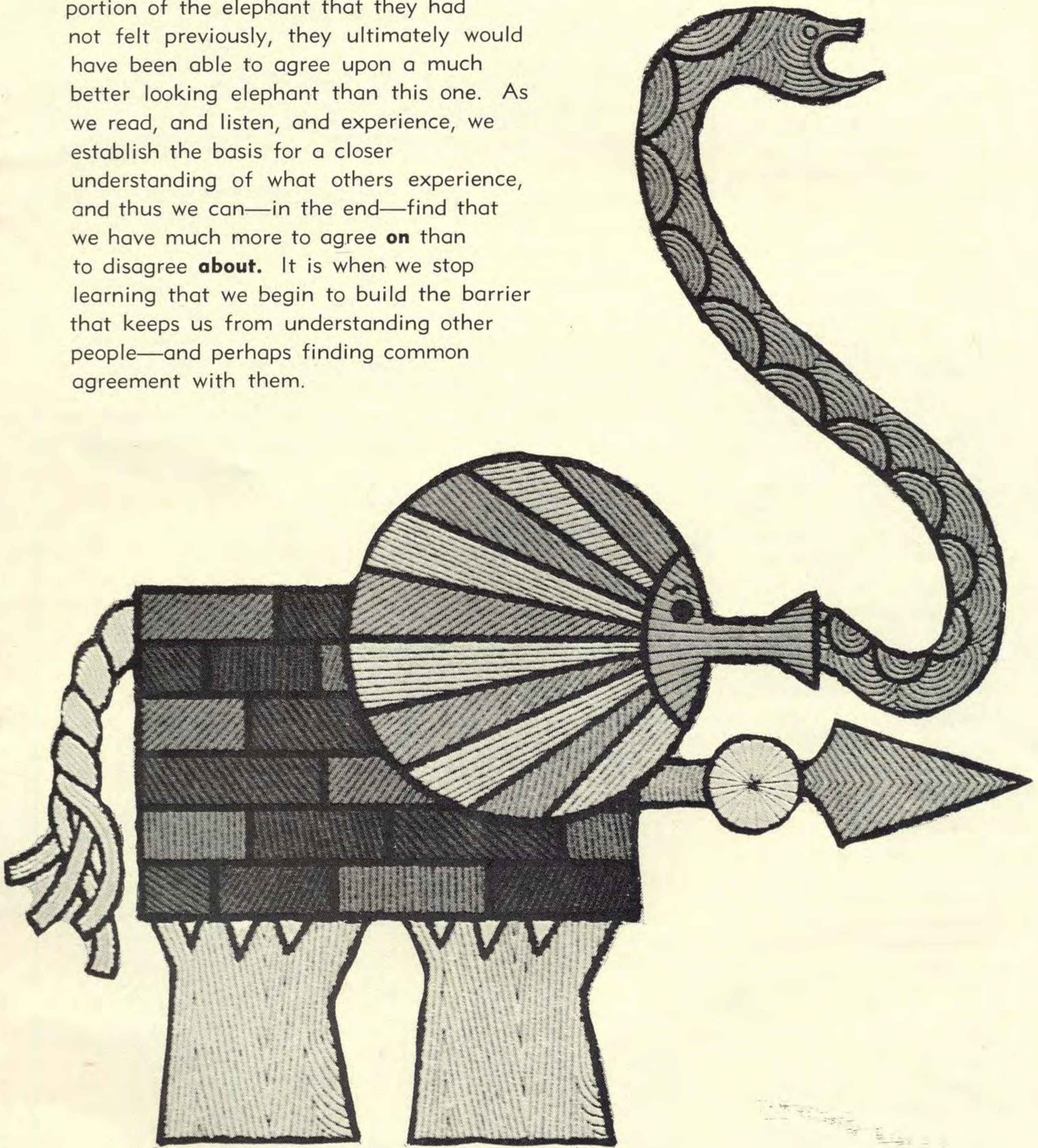
Bob Bigelow

Second, we have to recognize that communication is a two-way process. We can't just force ideas into another person's mind. He has to be prepared to accept them and we don't know whether he accepts them or not until he understands them until we get some information back from him to show what he is thinking. If you are doing most of the talking and very little listening, the chances are that you are not communicating.

Third, there are many reasons why another person has great difficulty seeing an idea as we see it. Whilst we all have a lot in common, both physically and mentally, we also have a great many differences. The most important differences, with regard to good communication, arise from the fact that we all have different experiences. In fact, no two people can ever have identical experiences.

The important differences relate to
(Continued on Page 4)

This is the composite elephant the blind men saw. It reminds us that the world we live in is built up of the quite different experiences that people have had, and which they have managed to communicate with each other. But let us also consider that if the blind men had exchanged places, and individually experienced that portion of the elephant that they had not felt previously, they ultimately would have been able to agree upon a much better looking elephant than this one. As we read, and listen, and experience, we establish the basis for a closer understanding of what others experience, and thus we can—in the end—find that we have much more to agree **on** than to disagree **about**. It is when we stop learning that we begin to build the barrier that keeps us from understanding other people—and perhaps finding common agreement with them.



COMMUNICATION

(Continued from Page 2)

our upbringing, the type and level of education we have had, the type of position we occupy and therefore the sort of people and information we are constantly exposed to, the things in life that we have come to regard as important, etc. The full list would be a very long one, but the main point is that we must recognize and allow for these differences.

Just because something seems very real and important to you does not mean that it will have the same meaning for someone else, in fact, it can't.

To gain a better understanding of the important effect of our differences in experiences we have a look at the parable of "The Blind Men and the Elephant" on page 1.

Fourth, the problem of differences in meaning that different people have for the same thing probably accounts for most of the poor communication that doesn't arise from lack of trust.

For years we have been told to look in the dictionary to find out the meaning of words. This is only good advice up to a certain point. The dictionary merely tells us how words have been used in the past and therefore tells us a word that should have some value in a certain situation, provided the other person is using the same (or similar) dictionary. It is more important to realise that any person will have in mind his own meaning for a particular thing or idea and to communicate well, you must find out what meaning he has in mind. If his meaning seems to differ from yours, keep on communicating until you feel there is reasonable agreement.

When you are receiving information from another person and it doesn't make sense, don't be afraid to say, "What do you mean, I don't understand you." Too often we fail to do this and communication therefore fails. If the communication is merely intended to

Communications at Hazelwood Power Station

During recent weeks, Bob Bigelow has been looking at the difficult problem of achieving effective communication within the very large and complex Hazelwood Power Station.

A number of important problems have now been identified more clearly and Bob and Power Station Superintendent, Don Clark, wish to thank those people at Hazelwood who have discussed so frankly their views on the problems.

The station management intends to embark on a programme of action designed to improve communication at all levels. With the necessary co-operation, the results will be of benefit to everybody at Hazelwood.

provide you with information it is still a two-way process and this constant search for real understanding is your part in that process.

Finally, we must always be aware of the fact that people can't help having feelings and that these feelings influence both what they are prepared to see and what they do actually believe they see in any situation. Don't expect people to accept a logical argument merely because it seems logical (to you). In most situations people have an emotional involvement and to shut off their feelings completely, even if they wished to, they would have to be dead. We must communicate in the knowledge that these feelings are going to influence our chances of success and therefore they must be understood.

If you want to gain a better understanding of this aspect of communication, read the chapter on communication in a small paperback written recently by Melbourne psychiatrist, Dr. Ainsley Meres, entitled "The Way Up".

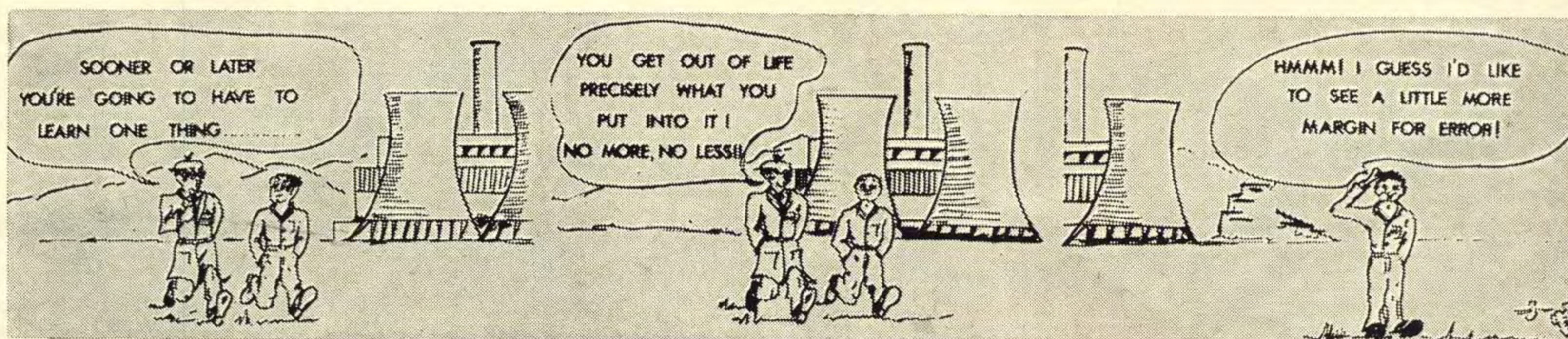
These are only a few of the more

important factors that influence how well we communicate. The major requirement is that we accept that communication will never be perfect while people are people. This does emphasise that we cannot afford to give up trying and improvement will only come when enough of us start trying hard enough.

Whenever we talk about communication we think in terms of words; talking and listening, but we must not overlook the fact that our behaviour often communicates a lot more than the words we are using. "Actions speak louder than words", and if we are prepared to start acting differently towards other people, **now** is the time to start.

FOOTNOTE FOR MANAGERS AND SUPERVISORS WHO MAY FEEL THEY ARE PERSONALLY OVERLOADED WITH WORK:

Try inserting the word "DELEGATION" instead of the word "COMMUNICATION" in the paragraph relating to the need for mutual trust. This may help to clarify one of the important requirements for effective delegation.





What our Visitors think of us

It may be of interest to quote from a letter received from a recent Japanese visitor who toured the Commission's Latrobe Valley installations.

The visitor, Mr. Y. Akamatsu, is Managing Director of Sumitomo Shoji (Australia) Pty. Ltd. Here is what he wrote:

"Before I came to Australia, I was in charge of coking coal business in our Tokyo head office, and owing to my position as Manager of the Coking Coal department, I have visited many coal mines all over the world. However, in my opinion your Morwell-Yallourn operation is most impressive because of its tremendous scale and great efficiency."

Visitors from Niger

Mr. Oumar Diallo, Director of Mines and Geology of Niger (on the left) together with Mr. Rudi Brunnschweiler, United Nations Project Manager (on right), look over a copy of *Contact* with Deputy Manager, Mr. Graham Black.

Mr. Diallo's visit to the Morwell-Hazelwood area last month was arranged by the Department of Foreign Affairs.

Top Apprentices Here

The winner of the Commonwealth Railways Apprenticeship Award for 1971, apprentice boilermaker P. M. Cook and the Port Augusta Electricity Trust of South Australia Apprentice of Year electrical fitter M. Hogg visited the Valley's Apprentice Annexe on Thursday, May 25.

Here they take a look at some of work being done by first-year apprentice boilermaker Ian Holmes.



Clean Air Expert at Hazelwood

Internationally recognised authority on the theory and measurement of the effects of emissions from power station chimneys, Mr. D. H. Lucas, in Victoria for the International Clean Air Conference, visited us last month.

Mr. Lucas, of the Central Electricity Research Laboratories of the United Kingdom Central Electricity Generating Board, is seen examining the electrostatic precipitators at Hazelwood Power Station with (left) Station Engineer Tom Davey and (right) P.S.S. Don Bromilow.

PACKAGING HOUSEHOLD BRIQUETTES AT MORWELL

Without fanfare the new packaging plant which has a capacity of 44,000 tons per annum commenced commercial operation in March, 1972, and is at present being geared up to meet the forthcoming winter demand of customers in Victoria, N.S.W., A.C.T., South Australia and Tasmania.

On technical and economic grounds it was decided to produce at Morwell packages wrapped only in shrink film.

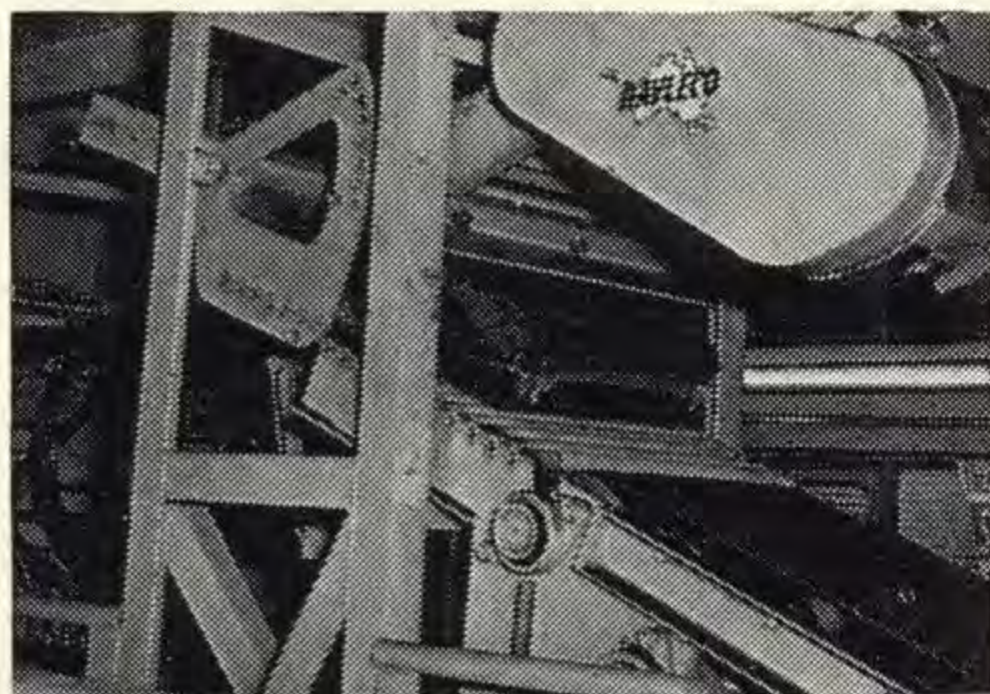
Shrink packaging is a method of shrinking transparent packaging film around a product to give a "skin-tight" package. Shrink packaging employs a special film which is stretched or orientated during its manufacture. When it is passed through a heated shrink tunnel, the film shrinks back to its "original" shape closely following the contours of the products being packaged.

The polyethylene shrink film being used has a width of 17½", a thickness of 0.0035" and a shrink ratio in the longitudinal direction of 40-50%, and in the transverse direction of 20-30%.

Each package consists of two rows of nine round end household briquettes with unbroken ligaments, has a nett weight not less than 28 lbs., and its film is heat sealed at ends and sides to form a pillow type wrap.

The new plant, unique in Australia, has several original features which are illustrated in the photographs.

A description of the operation of plant shown in each photograph will give the reader some idea of the formation and handling of packages.

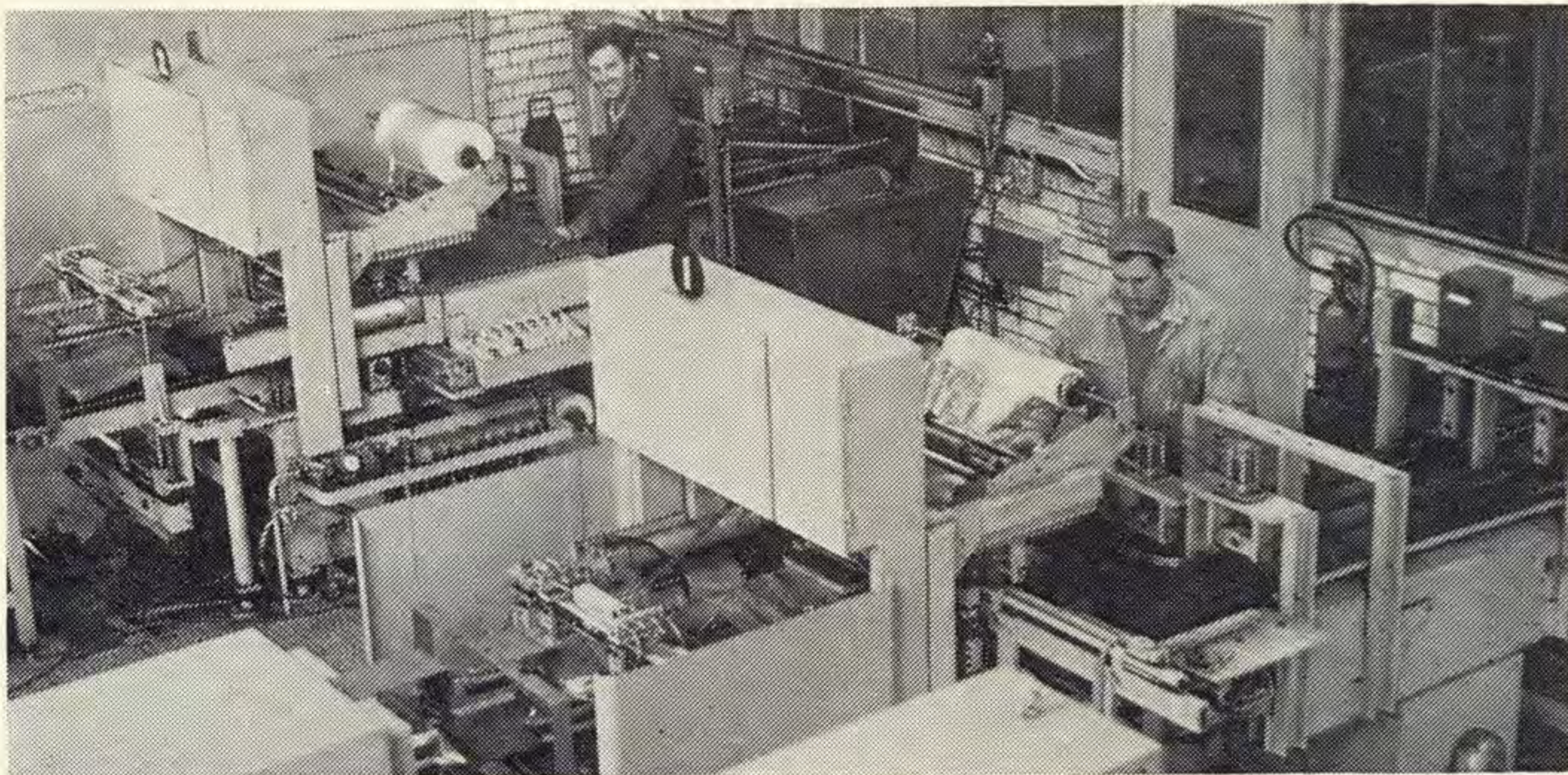


No. 3—Package flow reverser and separator

The function of this mechanism is to reverse the flow of packages and place them separately onto the declined belt conveyor PR3 with a minimum distance apart of four feet in order that each package can be weighed.

The mechanism is operated by gravity and a dashpot has been fitted to control the rate of separation.

This device invented by a Briquetting Group engineer is entirely original and is the subject of a patent application.



**No. 1—Infeed Conveyors and Wrapping Machines supplied from Germany
Capacity of each machine 10 packages per minute**

Briquettes from two launders of D3 press feed No. 1 wrapping machine in foreground through apertures in the south wall of the packaging room.

Likewise No. 2 wrapping machine is fed from two launders of D4 press.

Outside of the packaging room and inside of the conveyor gallery, launder breakers have been installed over collecting conveyor 406 to interrupt the flow of briquettes to the wrapping machines.

Briquettes from one launder are carried up an incline on one infeed conveyor so that they can be fed onto a cross transfer table above briquettes from the other launder.

When not required for packaging the briquettes fall onto collecting conveyor No. 406.

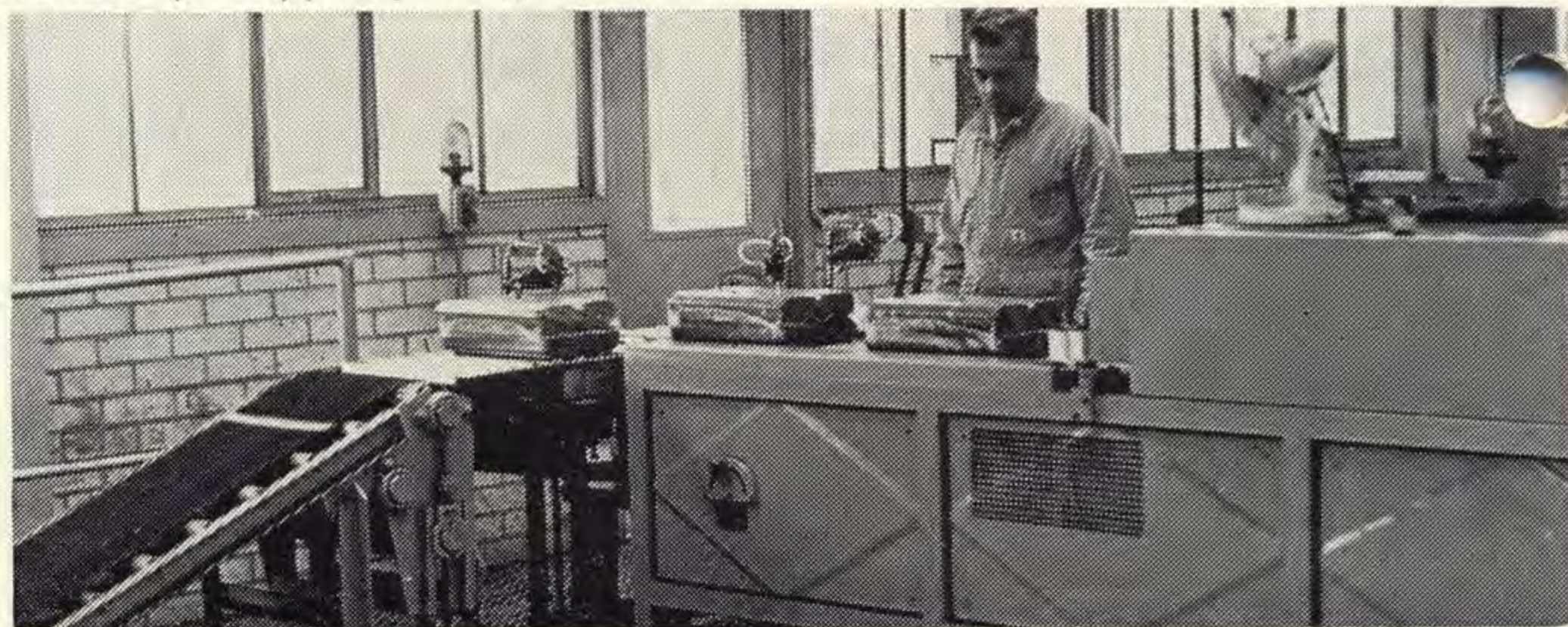
On discharging from the launders onto the infeed conveyors of the wrapping machines, briquettes with broken ligaments fall into a reject chute through which they slide onto loading conveyor No. 426.

When nine briquettes are in the top and bottom sections of the transfer table, limit switches actuate the pneumatic mechanism that pushes both rows transversely into the infeed of the wrapping machine.

Two reels of film, one at the top and bottom of each wrapping machine, are sealed together to form a vertical curtain.

The two rows of nine briquettes are pushed as a unit into the vertical curtain taking the film along and, when stationary, the film is sealed and cut at the tail-end, and a new curtain formed ready for the next unit.

After being pushed through the vertical curtain the unit of 18 briquettes is resting on a small flat conveyor belt where the protruding side edges of the top and bottom film are sealed along the length of what can now be described as a loosely wrapped package.



No. 2—Shrink Tunnels and Collecting Conveyor PR1

The loosely wrapped packages from the wrapping machines are fed onto the conveyor of the shrink tunnel and are carried through the tunnel (which is kept at a temperature of 175°C) at a speed of approximately five metres per minute.

During transit through and after emerging from the tunnel the film shrinks, thus bringing the briquettes together to form a tightly wrapped package.

At the discharge end of each shrink tunnel a pneumatic control valve is tripped by the package passing underneath which causes the transfer mechanism to rise and the package to be transferred by means of the accelerating rolls which run continuously and are interposed between PR1 conveyor and the end of the shrink tunnel.

Packages from PR1 roller conveyor discharge onto a rough top declined belt conveyor PR2 which carries them down below floor level.

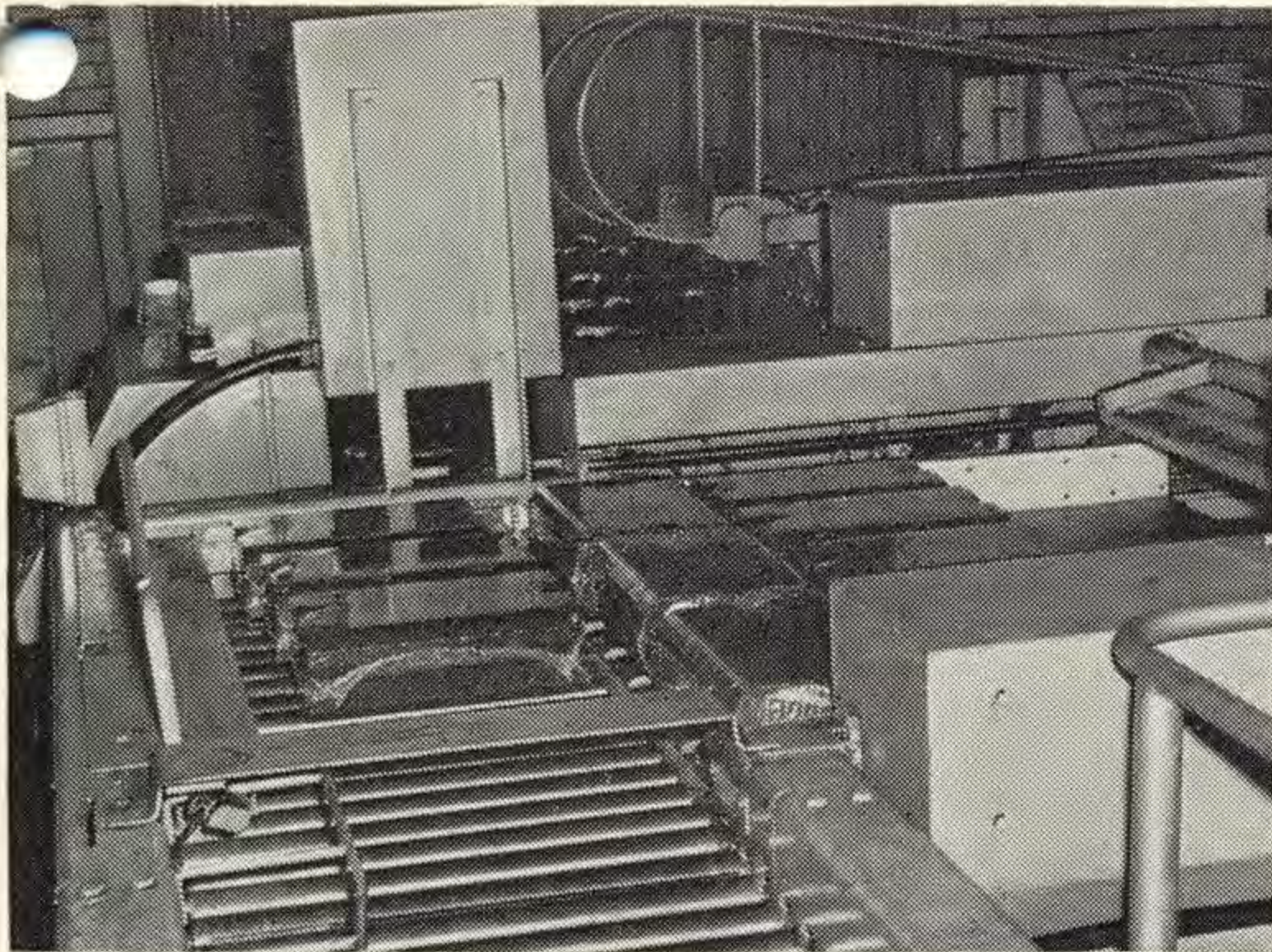
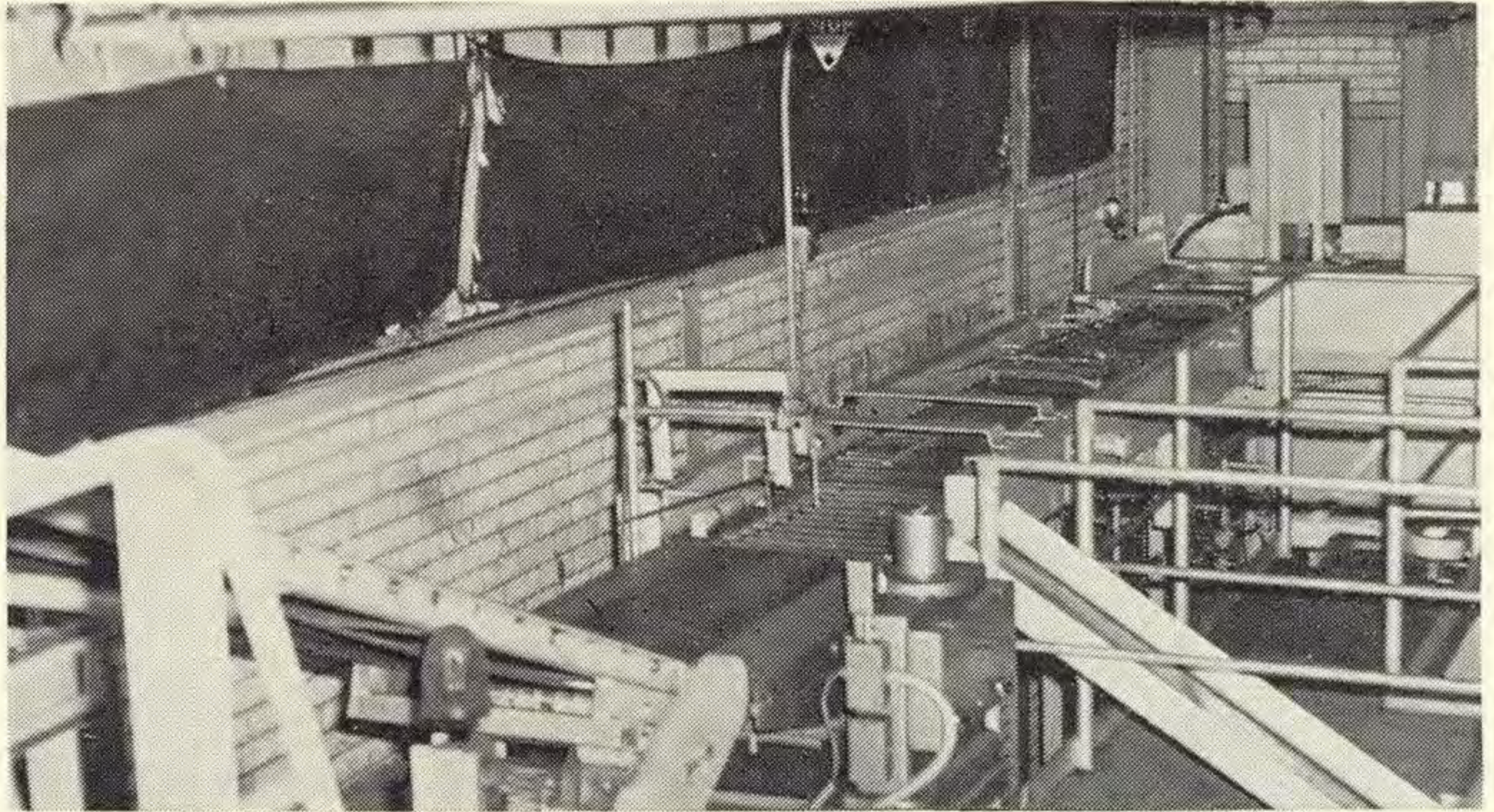
No. 4—PR3 Conveyor, Check Weigher and Infeed to Palletizer

Every package from PR3 is discharged onto the conveyor belt of the check weigher which is approximately four feet long. The conveyor weigher is set to reject packages under 28 lbs. 8 ozs. in weight.

An indicator connected to the check weigher is mounted above in the packaging room, counts and indicates by coloured lights each package that is overweight, normal weight and underweight.

At the start of the palletizer infeed roller conveyor a pneumatic reject mechanism is mounted. As the underweight package passes under a sensing feeler connected to the weigher a pneumatic mechanism is operated and the package is pushed into a reject chute which can be seen at the right.

Along the length of the infeed conveyor a series of photo electric cells count the packages and actuate mechanisms to orient them and present them in a different pattern for each alternate layer on the stripper plate.



No. 5—Automatic Palletizer Stripper Plate

When a complete layer has been pushed onto the stripper plate by the transfer mechanism, the stripper plate transports the layer onto and above the pallet. The roller attached to the stripper plate rolls down packages that not laying flat.



No. 6—Automatic Palletizer Elevator

A fully loaded pallet with 120 packages in 10 layers is seen emerging from the elevator, before being stopped automatically in the correct position for strapping.



No. 7—Pallet Strapping Machine

The strapping machine which is the first of its type is required to place four nylon straps around each pallet to hold the packages in position during transport.



No. 8—Accumulating Conveyors PR6 and PR7 with Tractor and Loaded Trailer

The inclined gravity roller conveyors provides storage for 12 pallets which is the full load of G.Y. rail truck and afford some degree of cooling prior to loading. The trailer which is backed up the loading ramp has a gravity roller deck onto which six loaded pallets have been transferred by means of power chain conveyors.

(Continued Page 15)

The Gippsland Historical Automobile Club

The Gippsland Historical Automobile Club was formed in 1968 with 13 members. Today there are over 100

sent out by Peter Canavan which gives news of current events and carries details of cars for sale and wanted.

Cars are classified in three categories—Veteran, Vintage and Classic. The Veteran category consists of any self-propelled vehicle made before 1919; Vintage applies to those made between 1920 and 1930; and Classic to those manufactured between 1931 and January 1, 1943.

Any car made after 1943 is not Veteran, Vintage or Classic and will never qualify for these categories.

The Gippsland Historical Automobile Club meets on the second Tuesday in every month. The joining fee is \$2 and annual subscriptions are \$3 for a single member, \$4.50 for family membership and \$1 for juniors.

The Club welcomes new members and anyone interested in attending a meeting or one of the frequent competitions or trials (not speed) that are held should contact Peter Petrovich (Ext. 2400) or Peter Canavan (Morwell 4 1287) for details.



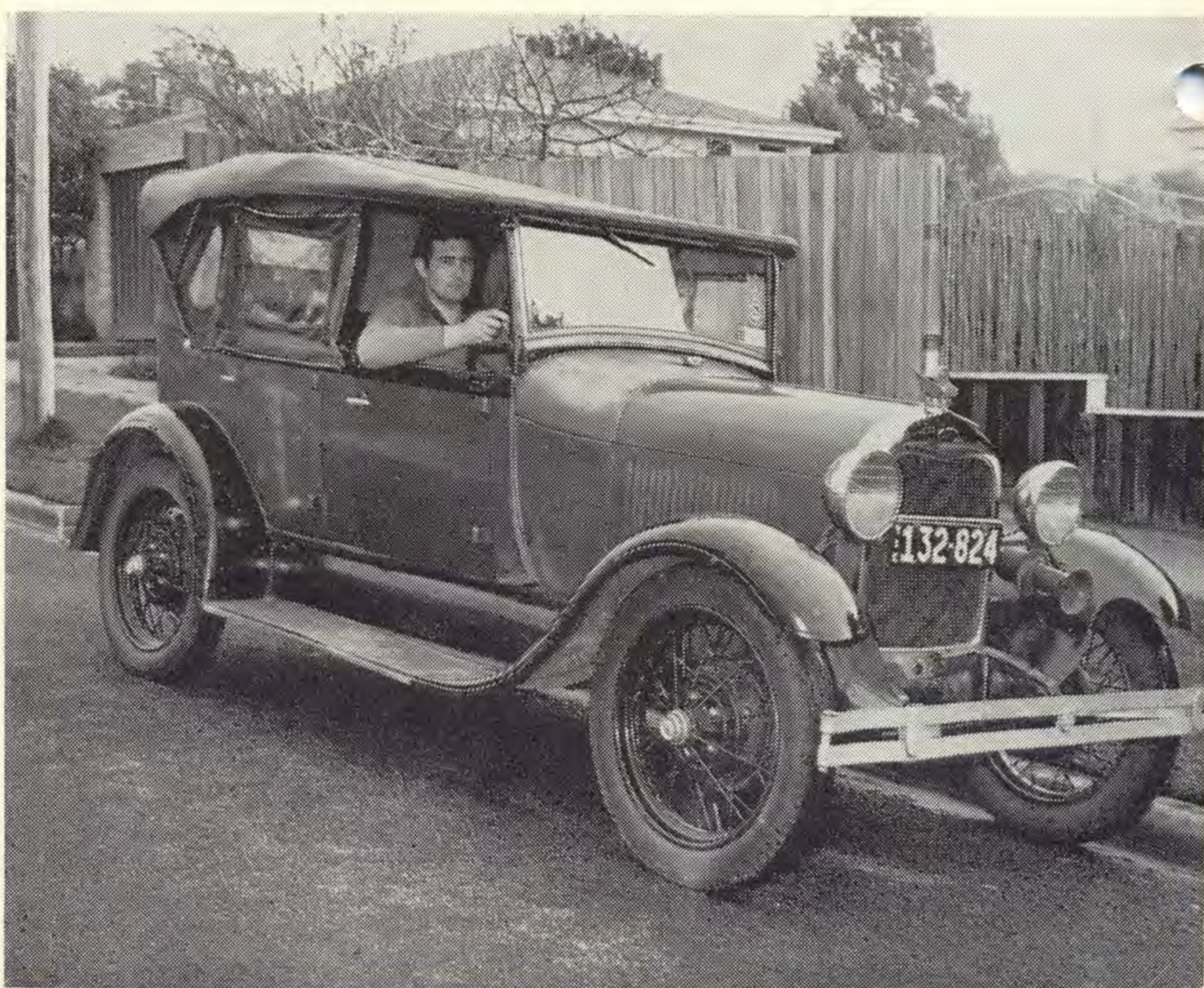
members and each month another five join the Club.

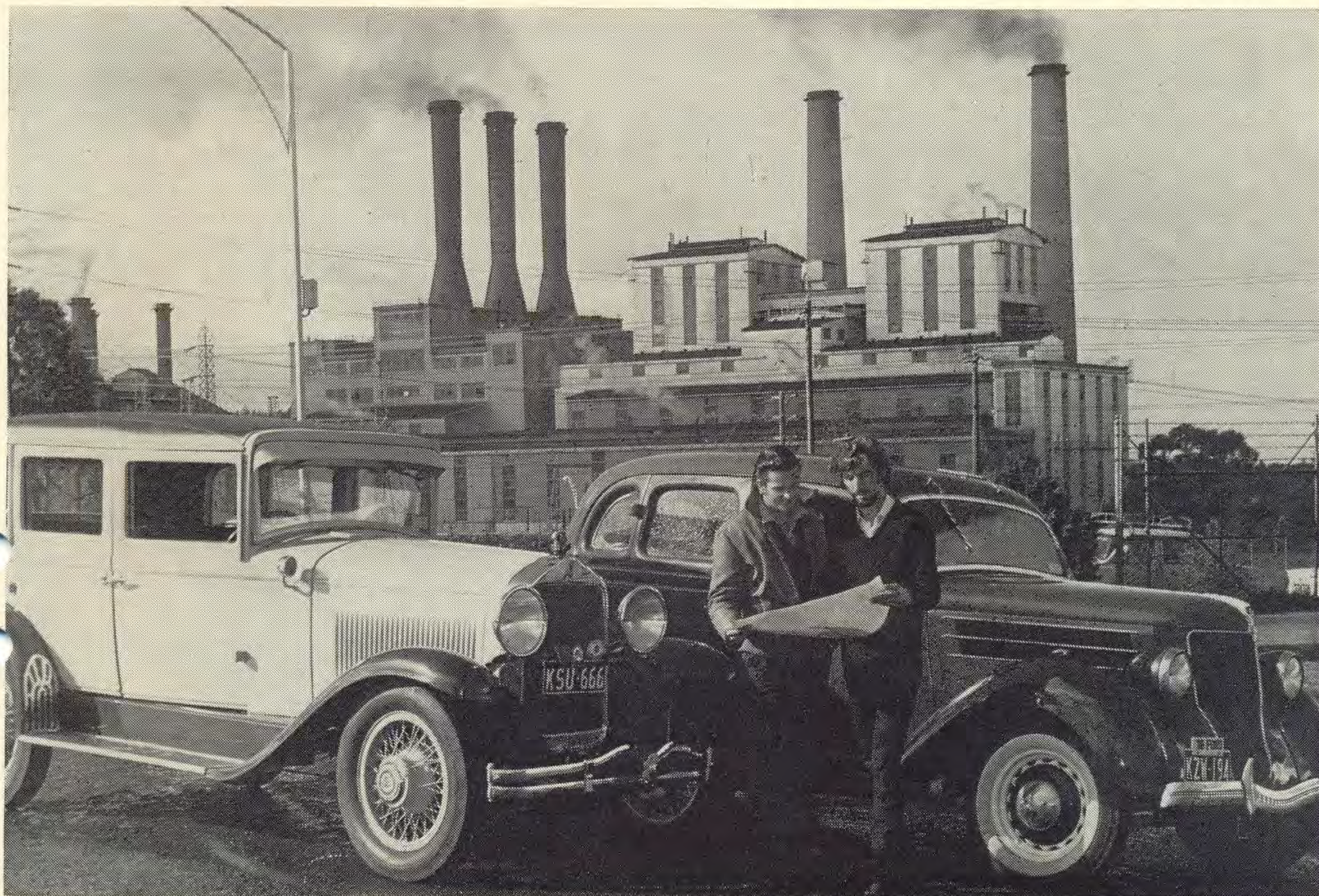
The purpose of the G.H.A.C. is to bring together those who are interested in restoring, maintaining and preserving cars and motor cycles constructed before January 1, 1943.

A library has been built up in order to maintain historical and statistical records and a monthly newsletter is

Before and after. Above is an unrestored 1928 'A' Model Ford that Peter Canavan bought from a farmer for \$30.

On the right is another 1928 'A' Model Ford that Peter has restored to near original condition.





The car on the left is a 1929 Willys Knight Sedan owned by Norm Gill of Moe who purchased it five years ago, unrestored. In the 18 months that the car has been re-registered, Norm, his wife and two small children, have travelled 7,000 miles, participating in rallies. Norm is a member of the Vintage Drivers Club (V.D.C.), the Gippsland Historical Automobile Club (G.H.A.C.) and

the American-based Willys Overland Knight Registry. The W.O.K.R. has 1,000 members from all over the world. The car on the right is a 1936 Ford Sedan owned by Peter Petrovich. It is classed as a classic automobile. Bought for \$100 from Peter Canavan, it took three weeks and another \$100 to get it in roadworthy condition and registered.

Commission Employees who are Members of the Club and their Cars

Peter Canavan	1928 "A" Model Ford	R. Kemp	1927 Pontiac Tourer, 1929 Pontiac Sedan
Les Bunker	1928 "A" Model Ford	Brian O'Sullivan	1934 Francis Barnet and Panther Motor Cycles
Gary Dunn	1925 Harley Davidson	Ray Murray	1929 Chev. Tourer and Roadster
Ian Dickason	1928-29 Graham Paiges	Reg. Milburn	1930 Chev. Tourer and 1938 Morris
Norm Gill	1929 Willys Knight	Peter Petrovich	1936 Ford Sedan
A. Grima	1929 Dodge, 1930 "A" Model Ford, 1938 Pontiac	Noel Sampson	1929 Chev. Roadster, 1934 Ford Coupe
Alf Honeychurch	1925-26 Chevrolet Tourers	Deon Schembie	1933 Dodge Coupe, 1928 Oldsmobile, 1924 Morris
P. Hutchinson	1929 Buick	John Fortuna	1922 Fiat 501
Alan Long	1937 Nash, 1938 Dodge	Brian Simpson	1930 Austin 12
G. Kempster	1929 Chev.		
Dave Kelly	1924 Essex, 1926 Chev. Truck, 1929 Chev. Tourer, 1926 Dodge, 1926 Erskine		

Shedding Some Light on Electrical Appliances

by *Herb Trevenen, Manager, Gippsland Electricity Supply Branch*

On April 24, at a meeting of union representatives and Latrobe Valley Section Heads, the Manager of Gippsland Electricity Supply Branch, Herb Trevenen, outlined the Commission's marketing policy and stressed the importance of increased electricity sales in relation to the future of electricity generation in the Latrobe Valley.

The subsequent discussion on purchasing of electrical appliances clarified many misconceptions relating to the purchase of appliances.

It is pleasing to report that the recommendations which were made have been accepted and implemented.

The following summary is provided so that all Latrobe Valley personnel may be able to appreciate the position regarding the purchase of electrical appliances by Commission employees.

Purchasing Small Appliances Through S.E.C. Sales Centres

Taking into account the variety—the different brands and the various models of each brand—many hundreds of small electrical appliances are manufactured in, and imported into Australia. Now it is neither practicable nor desirable that we should stock and sell all these appliances. In the Moe, Yallourn, Morwell and Traralgon sales centres we now stock the following items for your convenience:

Blankets

'Florida Medium LV3

Double LV4

Toasters

'Sunbeam' Toastermatic TA 40A1

Irons

'Sunbeam' Shot of Steam SR16N1

Vacuum Cleaners

'Volta' Upright U171

'Volta' Barrell U194

Frypans

'Hotpoint' FP15

'Hecla' SK69

Kettles

'Hecla' K7

Radiators

'Vulcan' 6D

We have chosen these because in our experience they are the most popular; technically they are amongst the best and we have complete faith in them. A list of prices of the above items is included in the price books issued to:

Mr. H. T. Ballagh—Morwell Administrative Centre, Ext. 3539;

Mr. N. B. Carrie—Hazelwood Power Station, Ext. 5829;

Mr. C. A. Spencer—Yallourn Main Office, Ext. 2110.

If, however, you prefer to purchase another make or model listed in the price book, we shall get it for you, as quickly as we can. In this matter, you will appreciate that we are in the hands of manufacturers and there will be delays. However, you may rest assured that we will do all in our power to keep the delays to a minimum.

Purchase of Small Appliances and Lighting Fittings, etc., from Electrical Trade Houses

On the other hand, you should know by now that we have made arrangements with a number of trade houses in Gippsland to supply you with small electrical appliances **at prices you already enjoy from us.**

Because of better buying arrangements they can buy better and therefore their normal retail prices are lower than S.E.C. prices. Consequently, discounts much less than S.E.C. staff discounts (expressed as a percentage) will be offered, but **they have agreed to meet our prices.**

Your Supervisor has been given a list of the various retailers who are prepared to supply you with appliances at these prices.

Messrs H. Ballagh at Morwell, W. Carrie at Hazelwood and C. Spencer at Yallourn have been issued with S.E.C. price books, so that you can be kept up-to-date with the latest S.E.C. prices. This should assist you when purchasing from retailers. Incidentally this arrangement applies to small electrical appliances only and not to items such as T.V. receivers, Hi-fi equipment and definitely not to motor mowers or watches as some of you have already discovered.

Frankly, we hope you will avail yourself of this additional buying facility, but if you don't want to—be our guest and we'll get what you want—provided always, of course, that it is an approved appliance and is listed in our price book—as quickly as we can.

Purchase of Major Appliances Through S.E.C. Sales Centres

As far as major appliances are concerned, we will continue to stock promote and sell heat banks, mid-banks, hot water units, two-door refrigerators, freezers, tumble clothes driers, air conditioners and ranges. Hire purchase will be available on all these appliances.

You will appreciate that we are particularly anxious to sell them—especially the "off-peak" units—and to get retailers to do so as well. Electricity is able to compete effectively with gas and oil on operating cost, and in our business selling electricity is the NAME OF THE GAME. Support your own industry and encourage others to follow your example.

We hope this has cleared the air about what you can buy in our Sales Centres. We are always pleased to see you there; to be of service to you and to do all in our power to assist you to LIVE BETTER ELECTRICALLY.

SAFETY SECTION

Where do we stand— Safetywise?

With the amount of time and effort being spent on accident prevention throughout all Divisions of the Valley you may at times wonder—Is it still necessary? Where do we stand? and where are we going? To answer these queries perhaps we can have a look at some of the more recent information.

Accident statistics have recently been released by the Electricity Supply Association of Australia for the year ended December 31, 1971. It is pleasing to note that of the 51 authorities for which figures are available the S.E.C.V. with a frequency rate of 16.3 were second only to the Cairns Regional Electricity Board whose frequency rate was 10.4. The frequency rates of the major authorities of other States were as follows:

A.C.T. Electricity Authority	31.9
Electricity Trust of S.A.	32.2
Southern Electricity Authority, Queensland	37.2
S.E.C.—W.A.	53.6
Hydro Electricity Commission, Tasmania	57.1
E.C.—N.S.W.	58.2
Sydney C.C.	80.2

The Latrobe Valley Department, with 47% of the wages personnel and 20% of the staff personnel, play a very large part in the setting of the overall frequency rate for the S.E.C.V. and we may all feel justifiably proud of our excellent standing.

However, before our heads become too swollen, if we compare our efforts with many other large industries, we find we are well in the rear. For example, considering B.H.P. for the 1970-71 financial year we find that their Newcastle steelworks employing 2-3,000 people (in Latrobe Valley we employ in the order of 7,000) had a frequency rate of 2.7 and achieved 2 million manhours disabling injury free, while the entire B.H.P. steel making group's frequency rate was 4.4. The Port Kembla steel works, employing 19,000 people, achieved the following impressive record:

3 million manhours D.I. free	— once
2 million manhours D.I. free	— twice
1 million manhours D.I. free	— several times

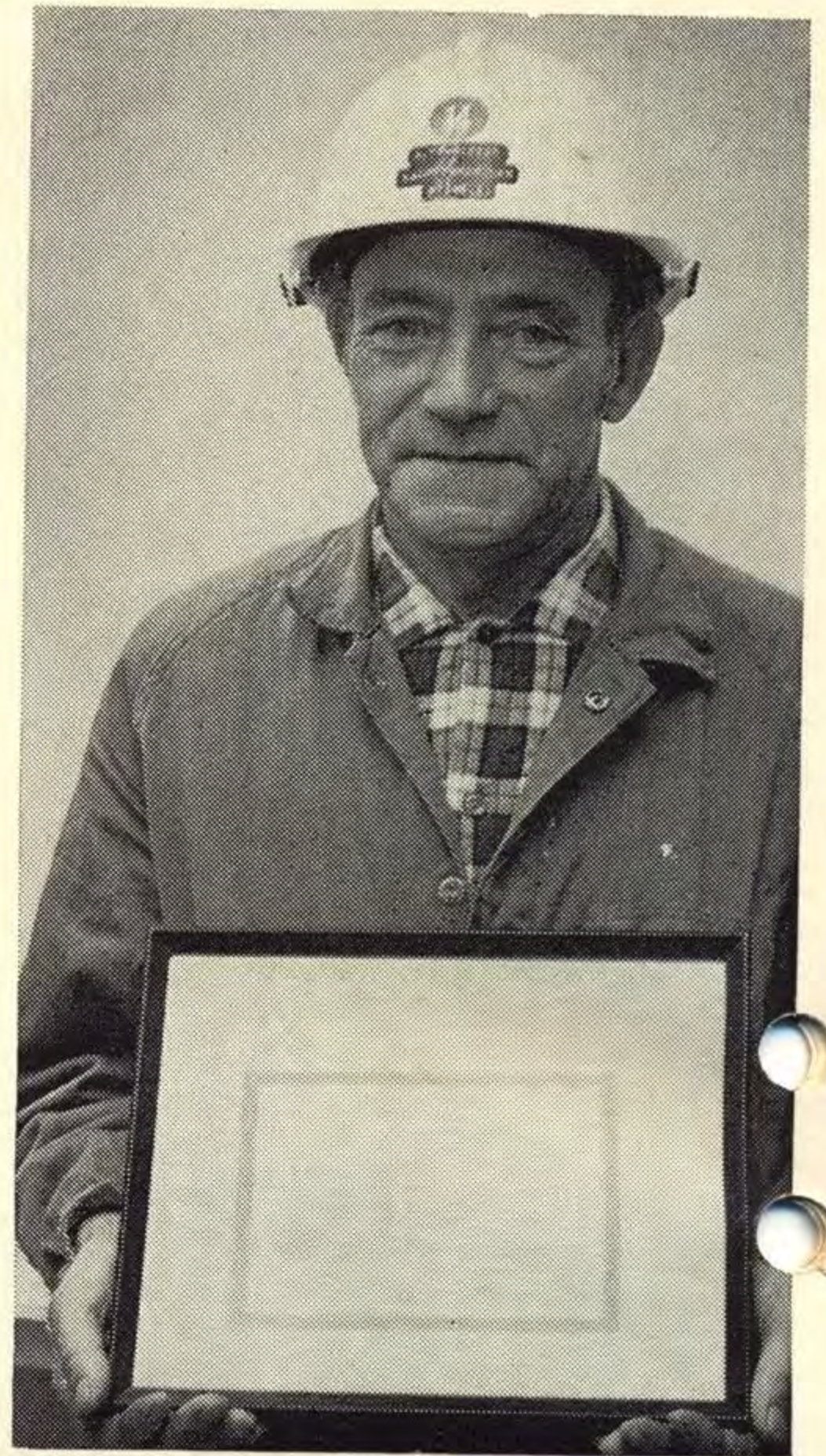
G.M.H. do not use the Australian standards to record their work injuries, however, if their figures were converted to our standards their current frequency rate would be approximately 1. In America the G.M.H. figure would be around 0.75.

A.P.M. Australia-wide has a current frequency rate of 7.

Perhaps now our figure of 16.3 for the S.E.C.V. and 18.8 for the Latrobe Valley Department starts to look a bit sick. Enough talk of frequency rates; what does this all mean in actual fact. If we look at our disabling injuries and serious injuries for the quarter January-March, 1972, we find we had a total of 175 D.I.'s and S.I.'s. If we consider our work force less the purely clerical type activities of say the Accounting and Personnel Sections, etc., and if we continued at our present rate of injuring each other and ourselves, then in the next 12 months 14 out of every 100 of us will require treatment by a doctor for injuries received at work. Surely this is not a desirable result and must assist in our assessment of the question of—Is it still necessary? and—Where are we going?

Our foremost goal in accident prevention is that each and everyone of us may go home each night sound in body and mind. However, we all know that accidents are expensive and in the long run it is you and I who must pay this expense, so let us look briefly at the cost to the S.E.C.V. in Latrobe Valley alone. Currently make up pay, workers compensation, lump sum payments, ambulance, medical, dental, funeral, chemist, nursing, legal cost, common law settlements, etc., etc., cost in the order of \$500,000 annually. This is more money, spent in Latrobe Valley Department annually, than you or I would earn in a lifetime of work.

Where are we going? Surely our immediate aim must be to reduce our frequency rate down to the single figure level and I believe with continuing effort and co-operation on everybody's part, figures of 5 and below are not a dream but are well within the realms of possibility.



Another Eye Saved

The tremendous value in the habitual wearing of safety apparel was highlighted again this month with the presentation of a Wise Owl Club membership to Tony Teunissen of Hazelwood Power Station by Mr. Graham Black, the Deputy Manager, Latrobe Valley Department.

On January 27, Tony, a lamp patrol man, was involved in changing a 300 watt light globe in the basement of Hazelwood Power Station. The lamp in question was some 14 feet above the ground and Tony was using an extension arm unit designed for the purpose. On contacting the lamp, the globe fell from its socket and smashed on the left lens of Tony's safety glasses causing a deep scratch to the lens.

Tony is our eighth employee to become a member of the Wise Owl Club in four years, eight people who may very well be blind today if it had not been for the use of safety glasses. We should all draw from their experiences and never take the risk of leaving off our safety apparel.

Wise Owl Club membership is extended to all whose sight has been saved by wearing safety glasses.



HAZELWOOD CLEANERS NOTCH UP 100,000 MANHOURS

The sixty-man strong Cleaning Section at Hazelwood Power Station last month were presented with a certificate and an Award of Merit for achieving 100,000 manhours without a disabling injury.

Acting Manager, Power, Allan Crockett, who made the presentation, said the achievement was all the more meritorious as the cleaners' work took them into many hazardous situations throughout the station area.

Mr. Crockett said that the section had now reached over 107,000 man-hours without a disabling injury and he hoped they would continue to the quarter million mark.

“Throw out those Ear Plugs”

Several reports of employees still wearing ear plugs have been brought to notice over the past month and in one particular case a large group of employees were not aware that the wearing of ear plugs was no longer approved as a means of ear protection. The August, 1971, issue of "Mech. Book—General Instructions Noise Hearing Conservation" "Appendix G" lists the approved forms of ear protection. The only ear plugs approved for use are the type formed to the shape of the individual ear and fitted by the Commission's Medical Officer. These plugs are not yet available although it is anticipated they will be in the

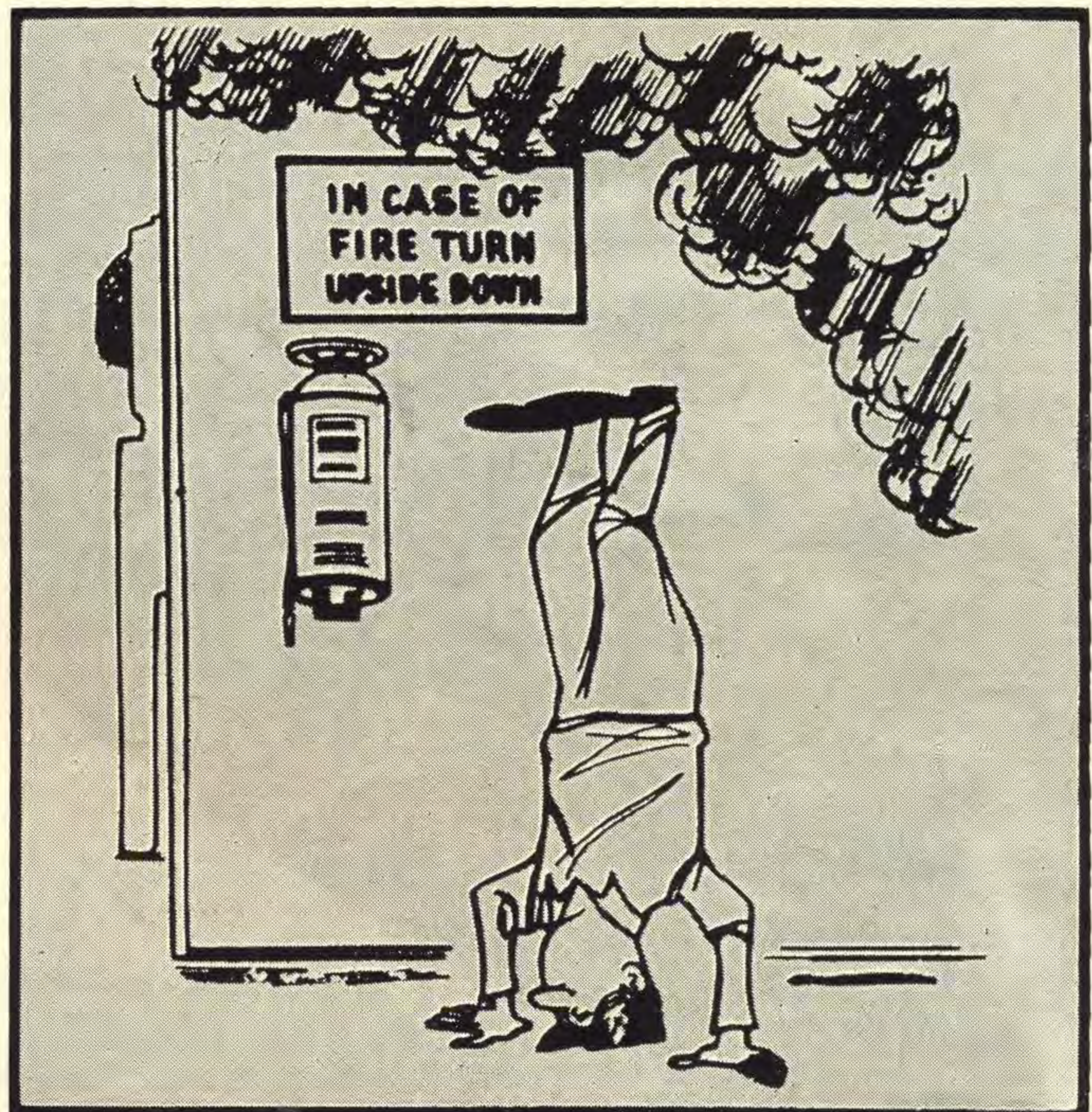
near future.

The reasons for non-approval of other forms of ear plugs are twofold, firstly in tests carried out by the Victorian Railways on behalf of Power Department it was found that the protection offered was not always equal

to or near that claimed by the manufacturer, thereby lulling the wearer into a false sense of security. Secondly, several cases of ear infection and/or defects have been recorded owing to foreign bodies being forced into the ear with ear plugs.

“NOT ME”

*When safety is the topic,
Most folks sit and sigh,
They barely listen, to the other guy.
Safety is for knuckleheads,
Who go round in a daze,
But I am always wide awake,
And never reach that phase.
Who keeps on taking chances,
And going scot free once,
But never heeds the warning?
Not me — the other dunce.
We all know the rules of safety,
So, why bother to discuss,
Rules that apply to the other guy,
But never apply to us.
The moral of this story,
As you can plainly see,
To me, you are the other guy,
To you, that guy is ME!
It's only Relative.*

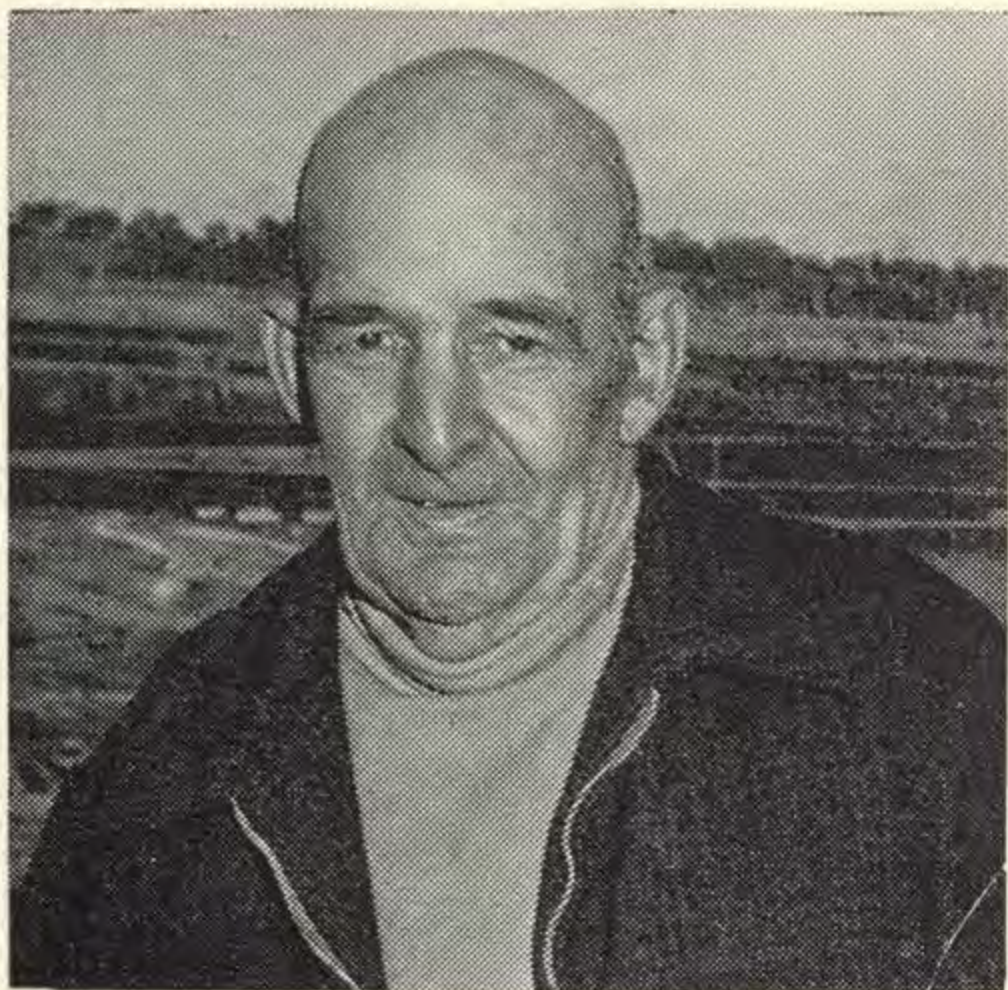




Jim Lappin, a Rigger at Yallourn Power Station, retired on Tuesday, May 23, after 18 years' service.

Jim started with the Commission as a linesman, but after two years transferred to the Power Station where he first worked in the boilerhouse and then in the turbine room.

P.S.S. Arthur Ewen presented Jim with an amount of money collected by his workmates. Jim, who has a large family, intends to spend some of the money on a trip to Singapore where one of his sons is now living.



Jack Dickson, a Locomotive Driver, retired on Thursday, May 25, after 29 years' service.

Jack joined the Commission at Kiewa as a Transport Driver, transferred to Transportation (Yallourn Bus Barn) in 1960, and then to Coal Production. He transferred to Morwell and back to Yallourn so many times that, as Coal production Superintendent, Eric Foote, said, he should have been charged a fare on his loco.

Eric Foote then proceeded to present Jack with some fishing gear and a barometer to tell him when its good fishing weather.



Alec Wiggins, a Storeman with Yallourn Power Station Mechanical Maintenance, retired on Tuesday, May 30, after nearly 44 years' service.

Alec's connection with Yallourn goes back further, however, as he ran the Post Office in the old East Camp from 1922, until he joined the Commission in 1929.

A keen sportsman, Alec was also a stalwart in the Yallourn Town Band

RETIREMENTS

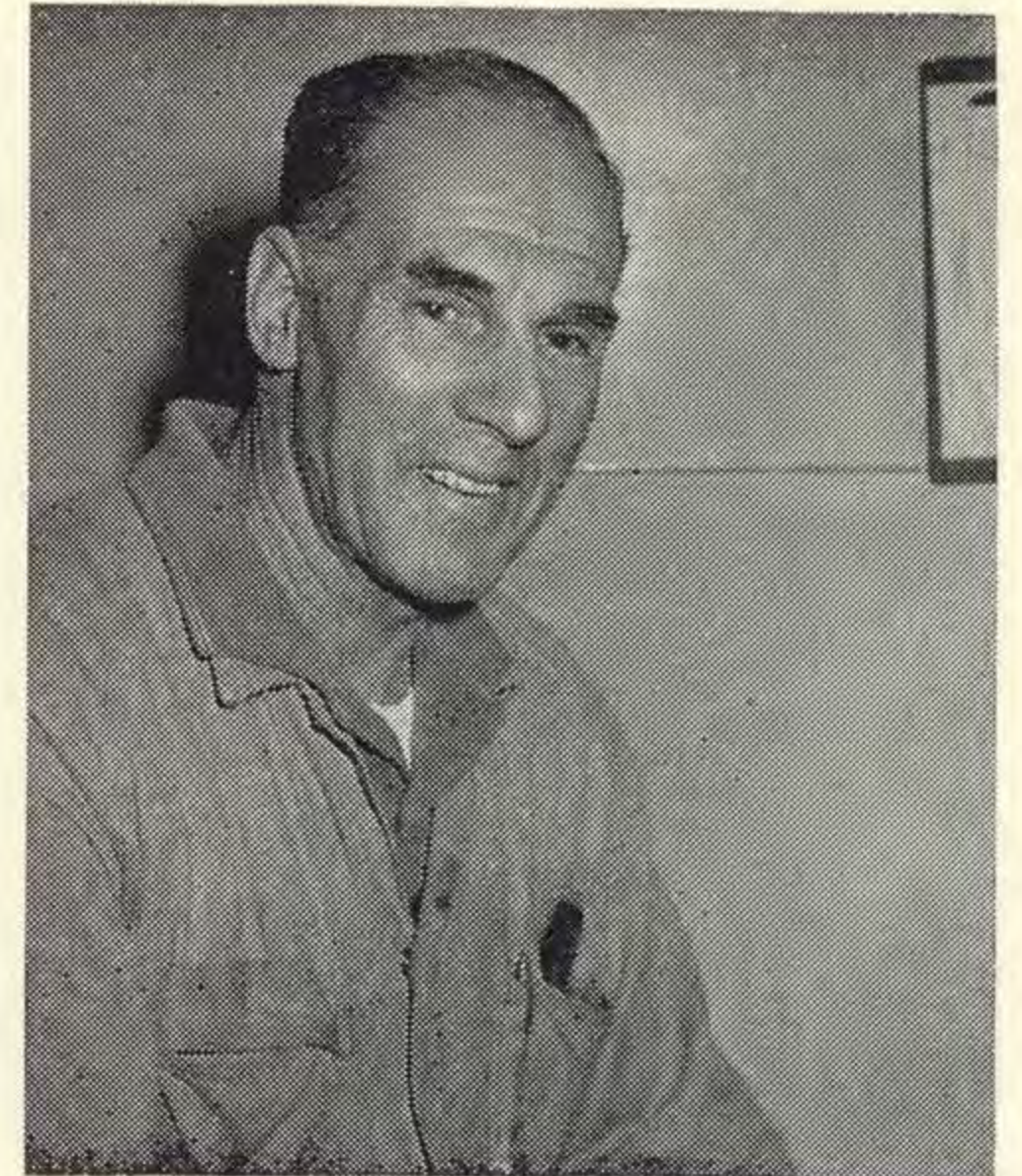
for fifty years—he was wearing short pants when he started with the Band in 1922.

The Wiggins family was well represented at his farewell function; besides Mrs. Wiggins, his youngest son Brian was there, also brothers Ron, Roy and Vic and nephew Vern.

In replying to the good wishes expressed by many speakers, Alec recalled delivering the first telegrams received in Yallourn and also the thriving two-up school and unofficial pub located on the site now occupied by 'W' Station.

Alec was presented with a collection of notes and Mrs. Wiggins received a bouquet of flowers.

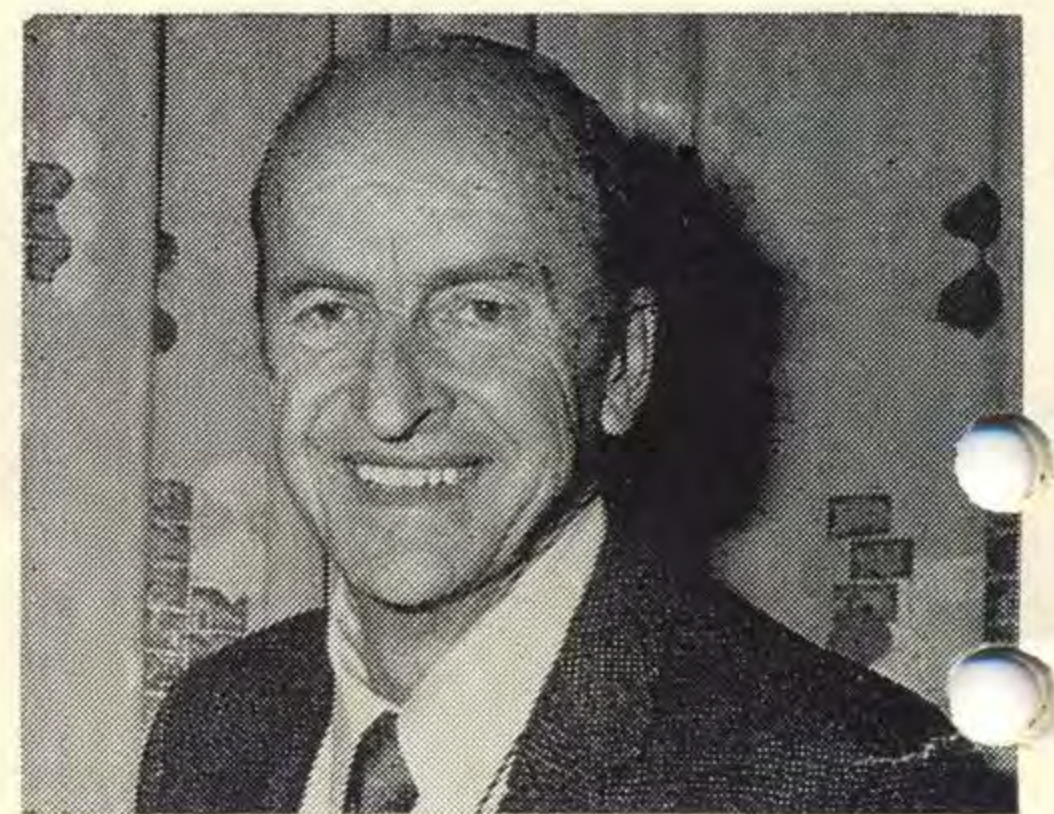
Printed by The L.V. Printers, 57a Seymour Street, Traralgon, for the State Electricity Commission, Latrobe Valley Department.



Stan Gilmore, a Coal Conveyor Attendant at Stage 2 Crusher House Hazelwood Power Station, retired on Wednesday, May 24, after 12 years' service with the Commission.

Stan's farewell function was well attended by his mates who presented him with a fishing rod and tackle box and a sewing basket for his wife.

Stan intends to spend his retirement at Rutherglen filling in his time with a spot of fishing.

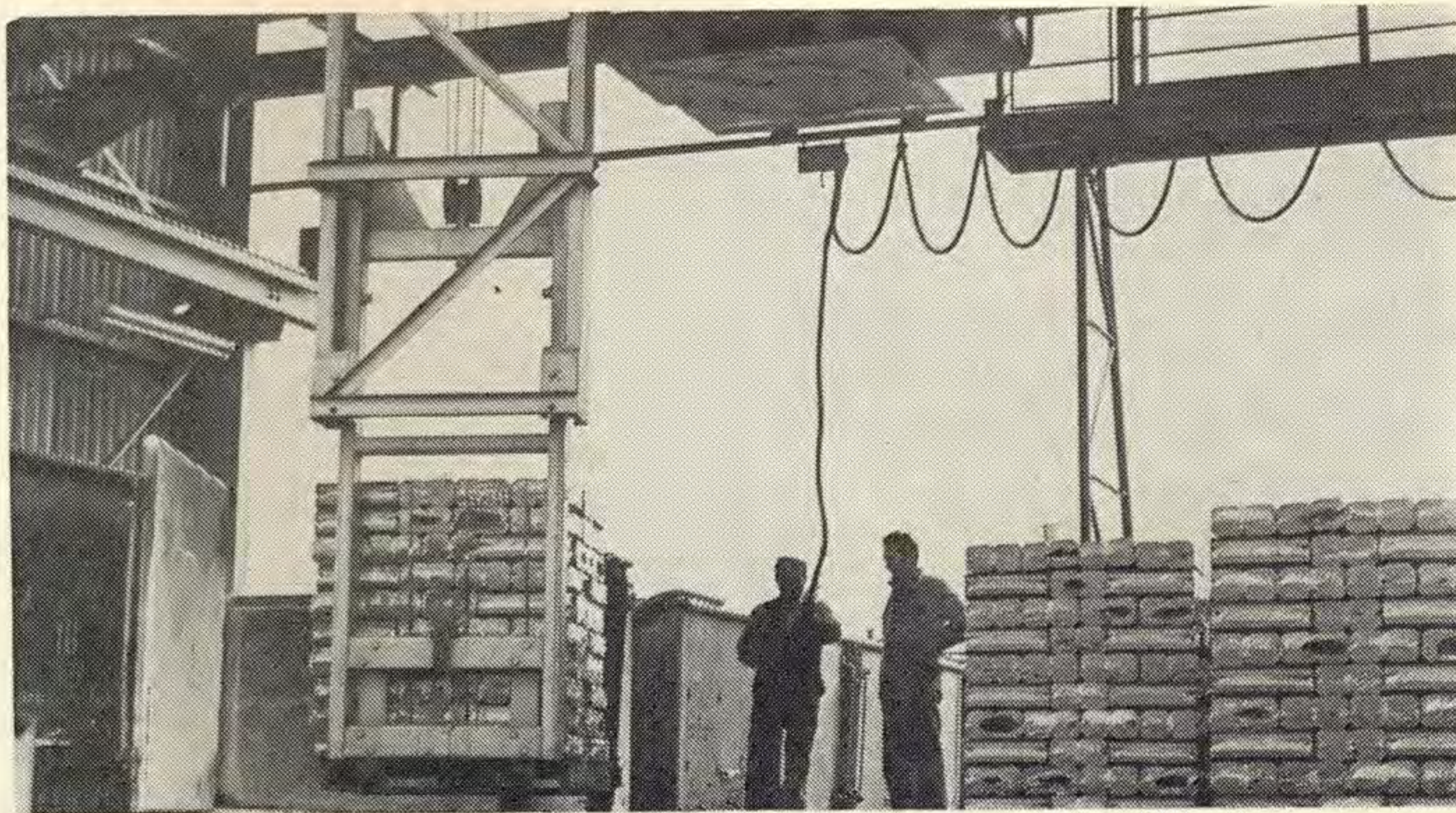


Jack Stewart, Assistant Operations Superintendent at Morwell Briquetting Works, retired on Tuesday, June 6, after 26 years' service.

Jack's retirement was premature, due to ill health, and he and his wife are now living at Frankston.

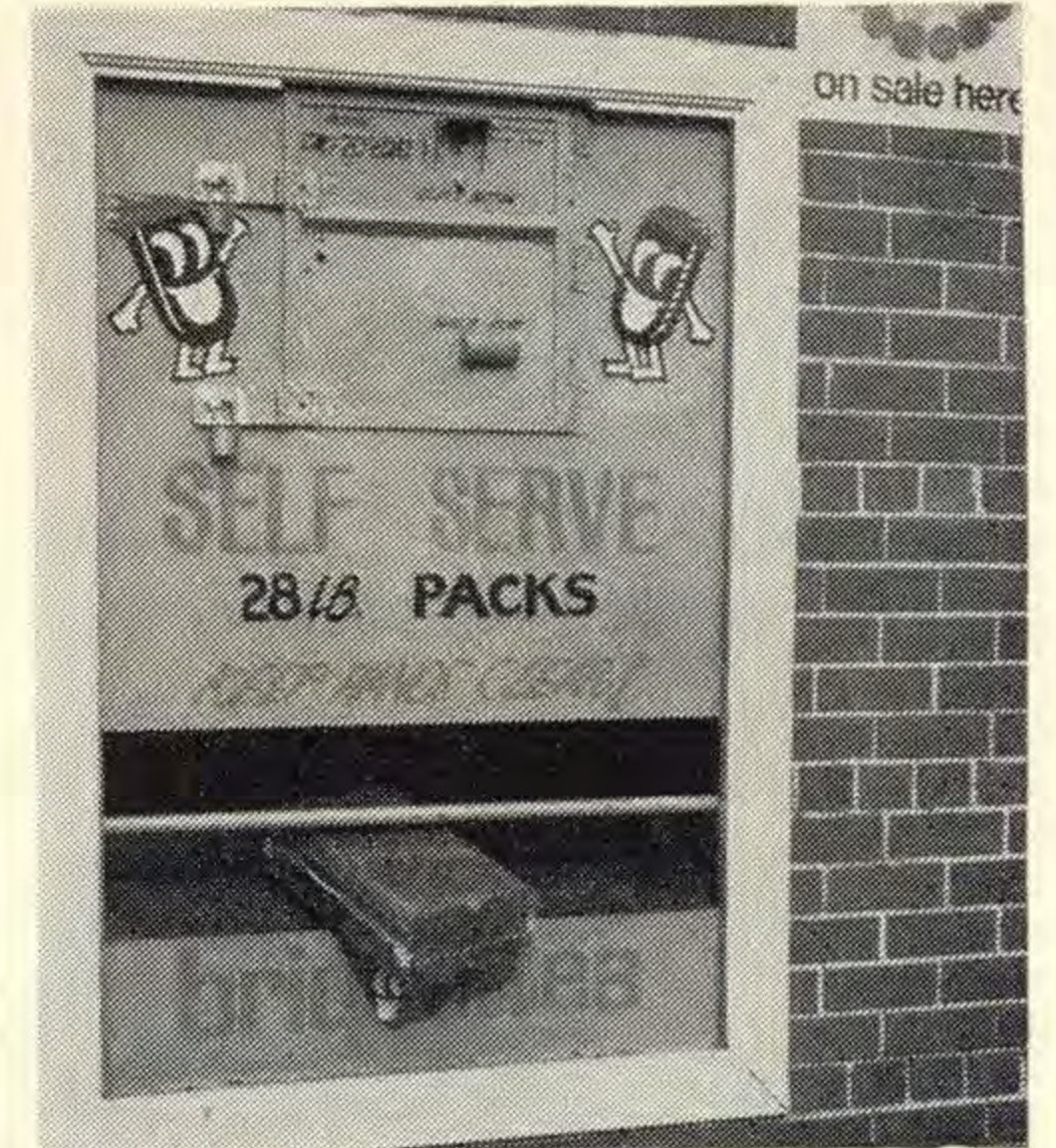
The farewell function was well attended and many retired Commission personnel turned up for the occasion.

Tribute was paid to Jack's loyalty and friendliness and to his contribution to the development of the briquetting industry. He was presented with a smoker's table and a welding kit and Mrs. Stewart received a bracelet.



No. 9—Loading of V.R. truck

As the floors of V.R. trucks supplied for transport of briquettes cannot support the axle loads of fork lift trucks, it has been necessary to provide the suspended fork loading equipment shown.



No. 10—Vending machine

A package emerging from one of the 28 vending machines in the Melbourne metropolitan area.

\$501 Suggestion Award

An improved method of manufacturing a rod holder for Mark II and III bore hole deviation survey instruments resulted in the \$167 smiles on the faces of (left to right) Dave Bowditch, Cyram 'dam ting' Bolislaw and John Quinlivan of Morwell Survey Office.

Barry Ross, who almost shaved in honour of the occasion, said that the rod holder had evolved as the result of suggestions put forward and improvements carried out over the years by various members of the section.

Deputy Manager, Graham Black, who presented the cheques, said that the holder increased productivity and made the work easier and would save the Commission about \$2,000 over a four-year period.



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
May	9	460	—	—	1	500	3	535	—	—	13	1495
TOTALS	46	1460	—	—	8	715	5	565	—	—	59	2740
Approx. Average Awards		\$32		—		\$89		\$113		—		\$46

SPORT PARADE

Commission Men's Sons in Latrobe Valley Schoolboys' Team

Again this year sons of Commission employees were well to the fore in the Latrobe Valley Schoolboys Football team which went to Melbourne to compete in the Inter-state football carnival recently.

Parents of five of this year's players are S.E.C. employees.

Although the side was not successful in winning the entire carnival, they did win matches against Bendigo, Ovens and Murray and Mornington Peninsula and only had to lower their colours once to a strong Goulburn Valley team.

Chris Lovison (Steve—Coal Production, Yallourn), a tall, solid player, rucked tirelessly throughout the carnival and as the first ever representative from Yallourn North, acquitted himself very well.

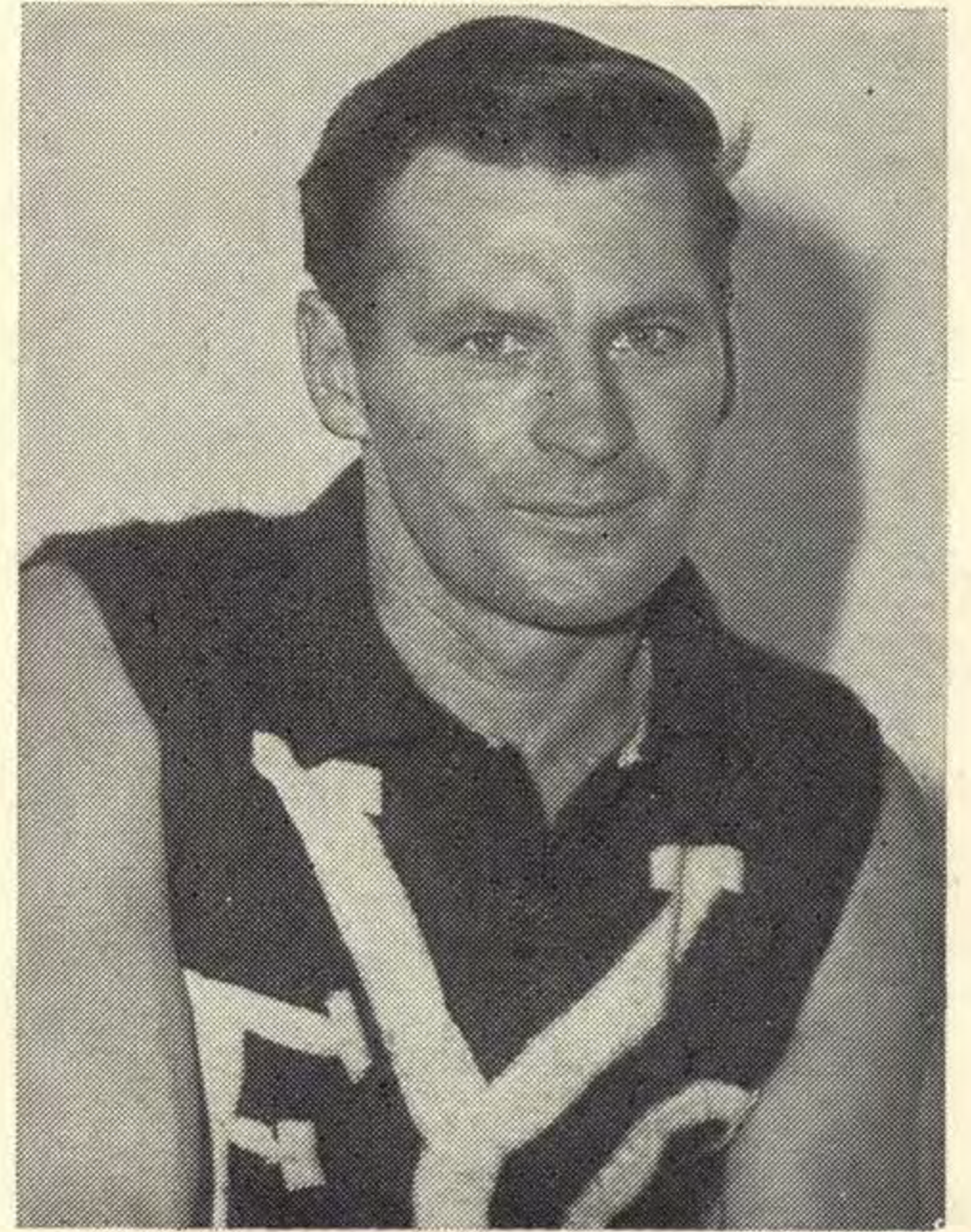
Ian McKendry (Bill—'W' Station) is a typical solid back pocket player who

was named among the best players in each match and who gave the resting rovers a torrid time.

Alan Noy (Kevin—Admin. Morwell) made the most of every opportunity given to him. Playing on a half forward flank he, too, acquitted himself well and gave valuable assistance to the side.

Stephen Emery (Paul—Municipal, Yallourn), a player who is eligible to play in the team next year, also had a very consistent carnival. He put together good games each day and played a major part in the team's big win over Mornington Peninsula in the final match of the week.

Ian Davidson (Bert—Stores Section) is another big ruckman from Morwell who did well. Ian is a member of the very strong Youth Club team in Latrobe Valley Football and in Melbourne really made his presence felt.



Ron Lee, well-known Yallourn and Latrobe Valley footballer, recently retired as coach of Yallourn Football Club because of ill health.

Ron, who is a boilermaker with Coal Production Maintenance, was a keen basketballer and also a fireman at Yallourn.



Schoolboys Official David Drane (Briquette Sales Branch) discusses handball with, from left, Alan Noy, Stephen Emery, Ian McKendry and Chris Lovison.

Important Announcement

The Latrobe Valley Department

ANNUAL BALL

will be held at

Kernot Hall, Yallourn

on

FRIDAY, AUGUST 11

8.30 p.m. to 2.00 a.m.

*Dance to the Music of
THE PAUL EMERY GROUP*

CATERING BY GEORGE JAMES

TICKETS: \$11 DOUBLE

(including Drinks)

TABLE BOOKINGS

by

FRIDAY, AUGUST 4

to

ROD DOIG

(Extension 3425)