

"PILEDRIIVER HENRY" RETIRES



Pictured above from the left - Rick Hartwick, Bill Radovich, Henry Maunus, Dave Oleynick and Bob Findlay.

Henry Maunus was an experienced hand when he first came to Harmac in 1950; he worked 21 years in the woods, as a logger. Harmac was going to be just a temporary stop, when he took the job of yard foreman, supervising blasting for the construction of the chip silos. But then they offered him the job of lead hand on the log boom. And after that it was splitter saw operator for a while. Finally came the opportunity to take over the pile driver, with Waterfront Maintenance, and there he stayed until his retirement this March.

Henry has always turned to nature for relaxation, and that isn't going to change with his retirement. He intends to do some fishing, and figures on taking the odd steelhead, but he says catching fish has always been secondary to him, as what he really enjoys is the quiet and serenity of the deep woods.

Henry and wife Helen are truly fond of their hillside home in Ladysmith, with its dramatic view of the straights and the islands, so they're planning to stay right there.



One of the digesters that the Harmac Railroad carried to the plant, back in 1948. That's brakeman Al MacPherson on the flat car.

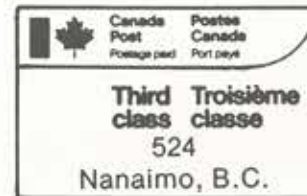
PICTURE COURTESY OF JIM MORGAN



A dozen first aid attendants completed a requalifying and upgrading course recently, using Harmac facilities. The course was held in one of the training rooms and John Fulla, a sawyer in #3 Woodroom was the instructor.

Like most first aid courses, this one is under the general auspices of the St. John's Ambulance Society. The Workers' Compensation Board provides the examiners. The class shown above included [from left to right], John Fulla, Instructor; Wayne Bingham, Harmac; Barry Carver, Dorman's Sawmill; Rick Dakin, Harmac; Gordon Frost, Island Ambulance; Dave Gilmore, Island Ambulance; Allan Hopkins, CIPA Lumber; Ronald Pratt, Harmac; Ken Thaeil, Harmac; Victor Uniat, Hooker; Gary Wagner, Island Ambulance; Gordon Wagner, Island Ambulance.

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CHANGING A "BIG TOP"

Some maintenance projects are small and routine; some are not. Replacing the top of a lime mud washer is a pretty big job, in both size and complexity.

The story of a job like this starts with Doug McLaren of the Maintenance Engineering Department, whose responsibility it is to inspect the dozens of tanks scattered about the mill. These inspections are carried out on a regular schedule for safety reasons.

When Doug's tests indicate that something needs repairing or replacing, the next step is in the Planning Department. In this case it was Maintenance Planner Dennis Tremblay who prepared the project plan, estimated the man hours it would take, figured out material lists, made cost estimates, and generally ensured that everything was thought of that would ensure the job was completed properly and on schedule.

Then the project was turned over to Project Supervisor Lloyd Blanco, who selected Project Crew 73 with Lead Hand Ken Lesosky to do the job.



Project Crew 73, fitting a section of the new steel top of the lime mud washer tank. The four crewmen standing are Welders Bruce McKinley and Larry Bishop, and Millwrights Wayne Dulmage and Ken Mitrenga. Kneeling, closest to the camera, is Millwright Larry Paul, and furthest away on the extreme right is Lead Hand Ken Lesosky.

PHOTO COURTESY OF DENNIS TREMBLAY



That's Jim Mardon and his mobile Bucyrus-Erie, working with Project Crew 73, hoisting the old top from the lime mud washer tank. Getting the big 25-ton crane into position took a bit of manoeuvring, and involved dismantling the 60-foot boom and re-assembling it again once the machine was wedged inside the re-caust area.



Maintenance Technologist Doug McLaren checking the steel top of a large storage tank. The instrument Doug is using is an ultrasonic thickness tester, so accurate that it can measure the thickness of a metal plate to a thousandth of an inch.

PHOTO COURTESY OF DENNIS TREMBLAY

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HARMAC RIGGER BORROWED

Good riggers are always needed, and to train good riggers it takes an expert. So, when Canadian White Pine decided recently to establish a training program in rigging, they started by "borrowing" Millwright Jim Taylor from Harmac. As a consequence Jim, who is one of Harmac's regular rigging instructors (see January issue) spent a few pleasant days in Vancouver, presenting a pilot course for them.



The new gates are working fine, and according to Plant Protection Supervisor Blayne Denesyk, they'll eliminate a lot of the traffic hazard at the entrances to the mill.

Pictures above is Security Officer Fred Marshall at the main gate, checking out Driver Gary Lundgren and a load of pulp bound for the Nanaimo dock, and eventually for Shanghai.

GETTING THE CONVEYOR TO YOU



Real Belleau [left] and Emmanuel Tyllakos [right], working with Sergeant MacDougall distributing the Conveyor.

After the Conveyor is printed in Nanaimo, it has to be addressed before it can be mailed to your home. This task is handled by the Salvation Army Family Service.

The picture above shows Sergeant Murdoch MacDougall and two handicapped individuals addressing and bundling the papers as part of a work-therapy project.

Sergeant MacDougall is the Central Vancouver Island Family Services Officer of the Salvation Army, and works with many types of people from his location at 76 Bastion Street in Nanaimo.

"BONEYARD CZAR" RETIRES



Pictured above from the left Jim Morley, Len Pennington, Art Phipps, Bill Karjala

Art Phipps retired at the end of March, after nearly a quarter of a century as Harmac's salvageman.

Art started out as a hard-rock miner in Northern Manitoba, where he learned about machines and metals. He came to the Island in 1951, and his first job connected with Harmac was drilling the long, three-quarter mile tunnel up at Fourth Lake that ensures Harmac's water supply.

After that was finished, he started working on construction of the mill, but heard that a salvageman was needed, and he got the job. He was put in charge of the salvage yard — "boneyard" to most people — in January 1953 and liked it well enough

to stay there for his entire career at Harmac.

Art has always been keen on sports, especially hockey, baseball and lacrosse. He played them all as a young fellow, and later, when his four boys started playing, he turned to coaching and managing teams.

Art isn't making any elaborate plans for his retirement. As he says, "Not having to work is the main thing, and that'll take a bit of getting used to."

He'll do a bit of fishing though, and he and wife Rose have a nice trailer, that they expect to use to see a lot more of the Island. They'll continue to make their home in Nanaimo.



NEW SAFETY PROGRAM LAUNCHED

Harmac's new Accident Prevention Program is aimed at identifying and solving safety problems, before they can turn into accidents. It is designed to involve every Harmac employee in a determined drive to reduce the number and severity of lost time accidents.

To ensure that problems that might result in accidents are dealt with at the primary level, the plant is divided into seven safety areas, each responsible for coordinating the Accident Prevention Program in its own area.

The program places special emphasis on training in safety procedures, for new employees at the time of initial induction, and for Safety Captains and Supervisors too.

There is also special stress on communications, with provision for regular crew meetings, liberal use of notice and display boards, safety messages in For Your Information and in The Conveyor.

The value of incentives is not being overlooked. Hard hat decals will still be distributed, and the Safety Banquets recognizing years of accident-free service will be continued. An added feature will be a draw for a new car, if the accident experience improves.

Overall coordination, and matters affecting the whole plant, will be the responsibility of the Safety Coordinating Committee, which will supersede the previous Central Safety Committee. Co-chairmen of the new Committee are Accident Prevention Superintendent Dave Heller, and Union Vice President Brian Kabaluk.

Other members of the Safety Coordinating Committee are Al Derkach, Pat Elford, George Flint, Bob Houghton, Murray Johnston, Bill Karjala, Roger Killin, Bill McKenzie, Doug Morrison, Gerry Tellier, Bob Vanderwell and Bob Wilson.

'FINE-TUNING' NO. 3 WOODROOM



Part of the 'fine-tuning' process. Under the direction of Project Engineer Derek Wilder, Machine Operator Jure Kegaly and Millwright Dieter Michaelisky, re-assembling a double arbour edger that had been taken down in order to precisely adjust saw tracking.

A new production record was established at #3 Woodroom on March 4, 1977 when 829 m.f.b.m. was produced during a 24 hour period.

According to Production Superintendent Sid Norman, this record was achieved by the excellent effort of all crew members, operating with larger diameter logs, and improved mill maintenance.

But there's another factor too. It's the process of "fine-tuning", as Sid calls it, that goes on continuously in a complex operation such as an automated lumber mill, a process designed to ensure that every log produces the maximum possible usable wood, and the minimum of waste.

The term "fine-tuning" is well chosen,

because with volume measured in the millions of board feet, even the smallest fractions are significant. Saw tracking, for example, must be absolutely precise; a saw even slightly out of alignment can cause miss-match that could result in lowering of grade.

Not only #3's machines are being geared to top efficiency; there's a rigorous personnel re-training program, too. Operators, maintenance men, filers, oilers, everyone employed in #3 will be attending sessions intended to ensure that they thoroughly understand how critical every operation can be, if Harmac is to maintain the level of manufacturing standards that today's highly competitive market demands.



Some of the key people from the MacMillan Bloedel logging division at Eve River took advantage of a few days 'down' time to visit Harmac to see how the other folks live, and incidentally to observe what happens to some of the logs they produce. Project Engineer Derek Wilder drew the pleasant assignment of showing them around and explaining the workings of the big mill.