

### THE CONVEYOR

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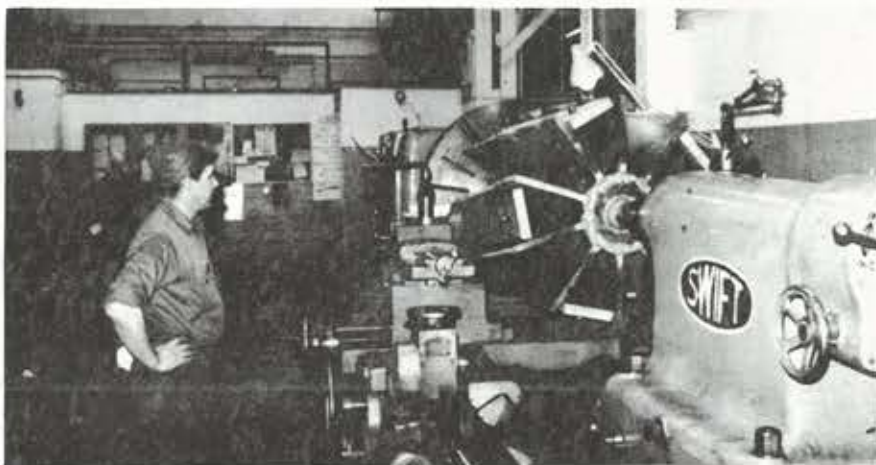


The 'instant building' pictured above is at Harmac on a trial basis, according to Hans Wegerif of Engineering. With modern industry under conditions of almost constant change, there is a growing interest in temporary buildings, the kind that can be erected quickly, and when no longer needed, as easily dismantled and stored until they're needed again. The brightly colored vinyl fabric and aluminum frame structure located near the ferry slip is such a building. At present it is being used as a construction warehouse.

Harmac Conveyor,  
MB Ltd., Harmac Div.,  
Nanaimo, B.C.



If the "heart" of Harmac is its steam plant, a vital part of its "nervous system" is the telephone network. Here are two ladies that make the telephone system go, Operator Alice Keele [foreground] and her relief operator Judy Graham.



The machine shops at Harmac take on almost any job, large or small. One fair sized job is illustrated in the picture above, which shows a chip feeder rotor being turned on the big lathe.

Note the planks that have been

fastened between the rotor blades; they're there to partially muffle the loud clanging noise made by the blades as they strike the cutting tool. Without the muffling, it's doubtful Machinist Bob Graham would be looking so calm and collected, as he monitors the machining.



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# HARMAC CONVEYOR



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HARMAC, B.C.

## BATHTUB MANIA HITS NO. 3 WOODROOM



Taking a well-earned rest after a tremendous run are bathtub team members, left to right: Tom Craig, Al Crozier, Bob Houghton, Dieter Michalski and Danny Smith.



Dieter Michalski, who piloted the bathtub from Nanaimo to Vancouver, proudly shows his trophy.

PICTURE BY TOM CRAIG

Bathtub mania, which hits its peak at the annual Nanaimo bathtub race in July, caught up with Al Crozier, welder, Dieter Michalski, machinist/welder and Tom Craig, machinist/welder, of No. 3 Woodroom this year.

A couple of weeks before the race they came across a broken bathtub at Schooner Cove. It became evident during the initial run the craft was not seaworthy and major modifications were required in preparation for the race. The crew worked diligently to improve the stability of the tub.

One inch thick styrofoam was added and covered with light gauge veneer. This alone did not improve the stability and foam stabilizers had to be installed on either side of the tub.

The modifications were completed on the Friday prior to the race; however, there was still the parade on Saturday to prepare for. Not deterred, the group worked through the night building a float and they made the parade on Saturday.

At the parade radio station CHUB's announcer said it was a candidate for the "Golden Plunger", an award given to those boats that sink at the starting line.

Well, guys, you can thumb your noses at CHUB. The entry from No. 3 Woodroom piloted by Dieter, came in 17th out of the 86 that finished and a dozen or so boats ahead of CHUB's entry.

The escort boat belonged to Danny Smith, a stacker operator who was accompanied by Bob Houghton, gra-

der. There were special thanks to them for their assistance.

Al, Dieter and Tom are planning to work on a new bathtub this coming winter. They'll be back in the race next year. "You'd better believe it," says Tom.



In the wake of the escort boat, No. 3 Woodroom's entry in the Great Bathtub Race.

PICTURE BY TOM CRAIG



A mixed group of Harmac Shipping Department men and crew from the Haida Transporter. From left to right: Haida Second Mate James McAuley; Shipping Foreman Alex Menzies; "A" Crew Brakeman Charles Baker; Engineer Earling "Smoky" Ahlstrom; Deckhand Real Mainville; Brakeman Bill Ross; Deckhand Bill Suchoplas.

### R.R. FERRY A VITAL LINK

The R.R. Ferry Haida Transporter puts in at the Harmac ferry slip at least once a week, to unload up to 25 railway cars from the mainland, and to pick up a similar number, usually fully loaded with pulp headed for the Vancouver railhead and, eventually, the eastern U.S. seaboard.

Harmac's 'railroaders', some of whom are seen with the Ferry's regular crew, are responsible for switching the cars onto and off the ferry.

The Haida Transporter is one of a fleet of vessels owned by Kingcome Navigation, a MacMillan Bloedel subsidiary.



No. 1 Woodroom Foreman Mickey Zolob, with the man most responsible for chip supply, Supervisor Joe Muir, and Driver Bill Fulton, with one of the big trucks that bring chips to Harmac.

## LOOK AT ALL THOSE CHIPS!

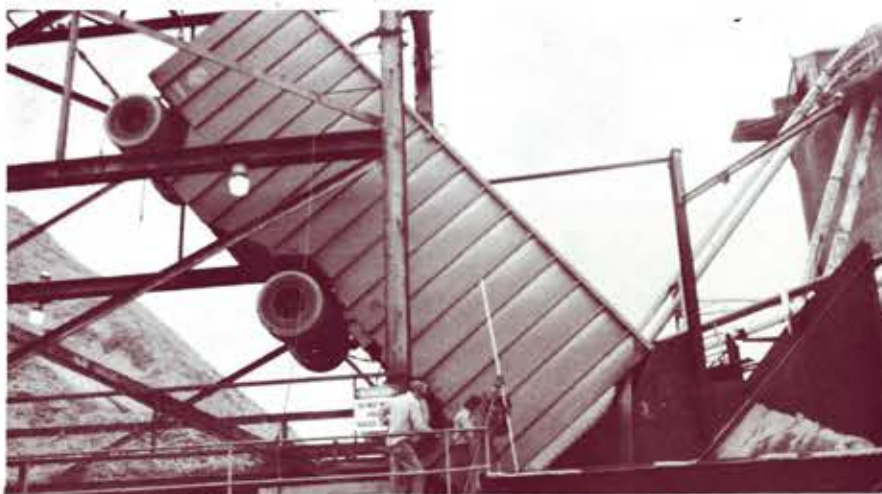
It isn't chip supply that's the problem; it's what to do with the chips on hand! Chips are both bought and produced. They're bought from other producers, and brought to Harmac by barge and by truck. Locally, chips are produced at No. 3 and No. 4 Woodrooms from material that cannot be manufactured into lumber.

At this time there are more chips available than can be used immediately, so they're being stored.

In this situation, producing more chips within the plant would just be adding to the problem of storage, so No. 1 Woodroom only operates for odd days, whenever there's an accumulation of logs unsuitable for lumber.



The new weighing station for trucks hauling chips to Harmac. The up-to-the-minute weigh-scale automatically produces weigh-tickets with the name of the supplier, the truck and load number and the chip species, as well as the weight of the load. [The driver of the truck in the picture doesn't show up too well, but it's Grant McAlpine, of Dorman's.]



After they've been through the weighing station the trucks haul their trailers to the chip dump, where a crane picks the trailers up and empties them into a large hopper. From there, a system of conveyors and blowers move the chips to the chip silos or the stock-pile. A new chip dump is to be built, beside the recently completed weighing station.



Welder Lyle Morrison and Millwright Del Virk, just finishing the installation of a shock absorber plate on the bumper of the log incline transfer of No. 4 Woodroom. As Del put it, "Just another lunch-hour job."



Readers will note that there's another Safety insert with this issue, this time concerned with gases and chemicals. Look it over, and then, if you have any comments - good or bad - Safety Co-ordinator Dave Heller will be very glad to receive them.

You can contact Dave at the Safety Office in the Personnel Building, by telephone local 347, or by writing him a note.

Another event in the continuous publicizing of accident prevention was held in mid-July, a draw for Harmac 1977 Safety Caps. Eighty of these attractive caps were distributed; 49 of the winners are from the Pulp Mill, the remaining 31 from No. 3 and No. 4 Woodrooms.



An important part of any safety program is making sure everyone is aware of all sorts of hazards, and continually reminding them to be careful. No source of danger, no matter how ordinary it may seem, can be overlooked. Signs like the one above play their part. Don't just take them for granted. Read them, and pay attention to what they say. They're there because they're important, for your safety.

### OLD TIMERS

'Bud' Kinne, who retired as Foreman Oiler about three years ago, would like to say "Hello" to all his old mates and friends at Harmac. He says he's having no trouble at all keeping pleasantly busy, with gardening - a real crop of cherries this year - golf, friends and travel. He and Anne have made one trip to Australia since leaving Harmac, and Anne says they'll have to go back again, now that there's a new grandchild there!

## A GOLD CAP FOR AARON

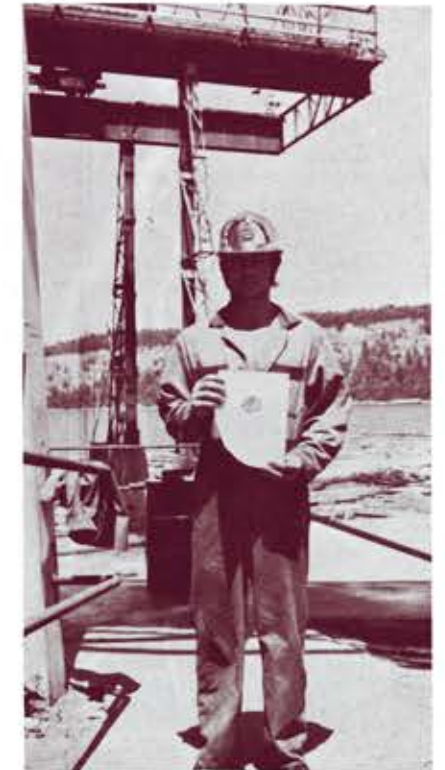
Aaron Campbell, a conveyorman at No. 4 Woodroom, was recently presented with a "Gold Cap", but it is an award he would not wish on anyone.

After four weeks recovering from his accident, Aaron realised how lucky he had been. He was working on the sorter in No. 4 Woodroom, went to retrieve some pieces of wood, and slipped off, dropping 12 feet to the floor below.

He landed on his head and shoulder, breaking his left arm and dislocating his right wrist. Fortunately, his hardhat was held in place by his protection earmuffs.

"The hard hat saved me from really serious injury," says Aaron. "I think everyone should wear all safety equipment, all the time, even in the areas where it isn't compulsory."

The dazzling Gold Cap and certificate which reads "Saved from serious head injury" were presented to Aaron by Doug Morrison, Safety Supervisor, No. 3 Woodroom.



## MOVING PULP TO STORAGE



The straddle carriers transport the pulp to the mill, Clamp-lift Operator Brian Calvin [in the cab] and Dunnage-man Rick Arbutnot keep busy stacking it for storage.



The big straddle carriers aren't geared to carry a full load uphill, as they have to get from the pulp room to the outside storage area, but they still manage to haul 30-odd tons a trip. The carrier shown above is being operated by Driver Wally McCallum.

With the pulp inventory being so high there is a storage problem.

Shipping Supervisor Bill Reay and his crew have to figure out where to store the product and of late that is seldom an easy problem to solve.

Right now, there are nearly 60,000 tons of pulp on hand. There are 14,000 tons in the pulp storage sheds, another 16,000 in the big warehouse in Nanaimo, and the remaining 30,000 in outdoor storage at the plant, the bulk of it in the new paved storage area on the hill south of the plant.