

KARRI KRONICLE

FORESTS DEPT.
SOUTHERN REGION
NEWSLETTER

MANJIMUP DIVISION
PEMBERTON DIVISION
WALPOLE DIVISION
RESEARCH
INVENTORY & PLANNING

INTRODUCTION

Welcome to the first edition of the "Karri Kronicle". The idea is to produce a Regional Newsletter (with the emphasis on Accident Prevention) which will help to keep us all better informed and better in touch with each other. Thanks to Alan Walker and all contributors to this issue.

Since the three Divisions, Research and Inventory and Planning were joined together into the "Southern Functional Group" in 1974/75 we have put together some pretty good performances. Examples are the Regeneration Burning programme, the Great Seed Collection Operation and, more recently the very efficient implementation of quarantine. Unfortunately our record in Accident Prevention has been poor and where we should be leading the Department, we are trailing.

I hope some of the material in this newsletter will promote further interest in safety and that over the next few months accidents to people and to vehicles will steadily diminish to zero.

By the way, both Ron Kitson and myself will be on Long Service Leave this summer. We hope your summer will be a busy one!

R. J. Underwood
S.D.F.O.
per C.W.

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ACCIDENTS VERSES STRIKES

L. Talbot

During the recent strike by Victorian power workers a lot of publicity was given to the financial losses incurred by the workers families. It was claimed that many families in the Latrobe Valley were up to \$2,000 in debt as a result of the strike, and that it would take at least a year for them to recover.

It is not generally realised that industrial accidents are far more costly to workers, their families and the Nation than are industrial disputes.

The most recent figures available in Pemberton at the moment, on industrial disputes and accidents in W.A. are about eight years old but trends are not likely to have changed a great deal since then and the following figures illustrate clearly how much more serious a problem are accidents than strikes.

YEAR	INDUSTRIAL DISPUTES	INDUSTRIAL ACCIDENTS
	MAN DAYS LOST	MAN DAYS LOST
1964	7,148	71,385
1965	10,020	69,515
1966	6,239	72,740
1967	5,994	71,615
1968	21,762	69,060

In these same five years 130 people lost their lives through industrial accidents in W.A. and 70,843 other lost time accidents occurred. Accidents to self employed persons and Commonwealth Government employees are not included in these figures.

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ONCE BITTEN

It is the season for snake bites - here is what to do if you get bitten:

- DO :
1. Remain calm. After being bitten by a snake it is important that the victim tries to remain calm and not panic.
 2. Wash or wipe the area bitten. This removes any venom that might be on the surface around the bite. If water is not available, even a little spittle will do.
 3. Apply a tourniquet tightly to the affected limb. This should be applied around the thigh or ~~the~~ upper limb and must be at least 5cms wide to avoid cutting into the skin. It is useless to apply it to the lower arm or leg. (A tourniquet cannot be applied if the head, chest or trunk are bitten.)
 4. Release the tourniquet for between 30 seconds and 1 minute every 20 minutes.
 5. Keep the limb immobilised if at all possible. The victim should be driven, carried or helped to a doctor.
 6. Seek medical attention as quickly as possible.
 7. Make a special effort to describe the snake and if possible bring the body of the snake.

DO NOT :

1. Do not run. The victim should not run as the exercise would cause the venom to circulate through the body more quickly.
2. Do not incise or cut the wound. Damage can be done to vital structures such as blood vessels and nerves.
3. Do not suck the wound. This is dangerous as the venom could readily be drawn into small scratches in the mouth or holes in the teeth.

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NORTHCLIFFE DISTRICT 10 YEAR SAFETY RECORD

Ron Kitson

On September 15th 1977, the Northcliffe District achieved the safety figure of 10 years without a Lost Time Accident. This record was the accumulated efforts of approximately 15 men who have worked in the Northcliffe District at one time or another. The names of these employees who contributed to this record and are still F.D. employees are listed below :

Overseer	Bill Adam	-	Still at Northcliffe
	Paddy Williams	-	Northcliffe
	Harry Bulcock	-	Northcliffe
	John MacDonald	-	Northcliffe
	Ray Flanagan	-	Pemberton
	Wayne Kitson	-	Pemberton
	Dennis Marshall	-	Pemberton
	Jim Shugg	-	Northcliffe
	Bevan Forster	-	Kirup
	Ron Kitson	-	Pemberton
	Don Harrison	-	Wanneroo.

NOTE : Many others may have also contributed but were not at any time on Northcliffe payroll or were not OJC's Northcliffe.

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"WALKING, WALKING, WALKING"

Inventory and Planning assessors in the past four years have walked a total distance of 3,884 kilometres. This figure is the result of a recent calculation of field sheets taken from July 1973 up until June of this year. The total figure represents a staggering road distance from Manjimup to Sydney.

The most important fact to note is that in this time, that is the four years of Management Level Inventory, only one lost time accident has occurred resulting in one and a half days lost through a leg injury and one serious injury accident, also a leg injury.

Management Level Inventory is a line resource assessment with assessment lines 400 metres apart running through forest coupes within the Southern Region. The forest was assessed 10 metres each side of these lines. The lengths of lines varied according to the size of the coupe being assessed, and overall we assessed 1.73 of sample.

Assessors in this period were ADFO Bob Chandler, Technical Assistants Tom Brittain, Chris Neave, Neil Hamilton, Kim Phillips-Jones, Danny Blechynden, John Webb, Jeff Hall, Kim Allen and in 1975, Forest Guards Jeff Young, Paul Marsh and Peter Headlam. The average distance covered per year was 970 Km, an approximate distance from Manjimup to well past Balladonia on the Nullabor.

Before anyone suggest that the I & P should move east, it is interesting to note that for the first year's logging, where MLI data had been collected, the total assessed volume for the Region was within 1% (one, not a typographical error) of the actual volume removed. Larger differences were seen for individual coupes, but overall we appear to have a good tool to aid logging planning in the South.

Ips.

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WALPOLE WAFFLE

Outside working hours at the Walpole Division, various fields of sporting activities take place.

With the drawing to a close of the winter sports, summer sporting activities quickly rise with renewed vigor, to tackle a new six months of blood, sweat and tears.

Of the winter activities, golf, darts and badminton slowly grind to a halt with the windups taking place shortly. Among those expected to figure strongly for the golf trophies are J. Burton, A. Daubney and T. Court. Terry Court, considered 12 months ago a complete novice at the game, has risen into calculation for various trophies, which can only speak very highly of the Walpole chaps for showing him the way.

The Forsts Dept chaps also performed very creditably in the Dart Season, taking off the teams championship with a very exciting final victory of 7-6 over Farmers. Captain John Pearce led the team with great enthusiasm and to his team mates joy threw the winning dart to give this team victory. Others to perform well for the F.D. team were J. McKenzie, M. Smith, T. Court, R. Burnside, C. Broadbent, J. Wheeler and M. Morton.

From the badminton angle, finals were conducted recently at the Walpole Community centre with players with unseemingly endless energy performing well. At the Forestry finals, Murray Hull, Robin Burnside and Judy Daubney were the victors and at the Town finals Rod Burton was fortunate to secure a victory or two.

Walpole Waffle (cont.)

Lately however, Yachting and Basketball fixtures are of prime importance with boundless energy shown on the Basketball Courts with Greg Broomhall, G. Hammer and Greg. Hazendonk dripping the pounds of sweat away.

With Basketball on its way and a great display of aqua-batics shown recently by yachting enthusiasts, this summer will no doubt bring the best out of another prospective champion.

We hear the Walpole F/A is feeling pretty happy with himself after the running of the recent Melbourne Cup.

In his endeavour to place his one and only bet of the year got the horses numbers mixed up, instead of a \$1 place on No. 4 Reckless it went on No. 16 Hyperno.

Those who followed the race know only too well the result, No. 4 paid \$2.00 for a place while No. 16 paid \$44.55.

It appears the secret of his winnings is to get the barrier draw numbers and the saddle cloth numbers confused and you have the formula for success.

At a presentation ceremony, held at the Walpole Forests Department on the 24th August, the Minister for Forests, Mrs June Craig, gave an informative speech on the outstanding safety achievement attained by the Walpole F.D. employees.

This safety performance was for working six years without a L.T.A., which not only is this a departmental record it is also a State record for industry and government, and an Australian record for any forestry organisation.

Mrs Craig pointed out that the Department as a whole had completed its first decade of a statewide safety programme which started in 1967. Since that date the number of lost time accidents had been reduced from 185 to 32 per year. There had also been a proportionate reduction in man days lost per year, from 2,896 to 620, this had resulted in a direct saving of \$200,000 and indirect savings of over \$1,000,000 to the Department.

After presentation of travelling bags by the Minister of Forests and the Conservator, to Walpole F.D. employees, everyone had a buffet luncheon.

Prior to and after the luncheon, wives of Forests Department employees and school children were invited to listen to talks given by Greg Heberle on Dieback and Quarantine; PerChristensen - Flora and Fauna; and 2 Safety films and Flight Line 1 shown by Roger Underwood.

Congratulations to all, and keep up your fine efforts.

A.P. MARSH S/O - WALPOLE.

ACCIDENT PREVENTION STATISTICS TO 24/11/1977

	<u>Manjimup</u>	<u>Pemberton</u>	<u>Walpole</u>
Man Hours since last L.T.A.	59,363	60,549	352,762
Months since last L.T.A.	5	9	76
Frequency Rate	22	34	0
L.T.A.'s (Previous 12 months)	5	3	-
M.T.A.'s (Previous 12 months)	12	7	5

Southern Region Frequency Rate - 21.7.

PROFILE : CHRIS BROADBENT

Chris commenced with the Forests Department at Shannon River on 17.1.58 with his first job being within the Divisional Office as a "Hey-You" Boy or Office Assistant. This was for a period of approx. 9 months. Chris was later transferred at his own request to join the Gang Units to have a taste of Bush Life. Initiated in to the gang with a shovel full of bull ants down his strides Chris felt this wasn't his line of work and joined the work/shop staff in early 1960 as a "grease monkey".

In early 1962 Chris commenced his apprenticeship, completing such in 1965. From then until Shannon River closed and his transfer to Walpole, Chris has been the Leading Hand Mechanic for the past 12 years.

Born in Lahore (India) in 1942 Chris spent 5 years in this country before his father, a Sergeant Major in the British Army was transferred back to England. During the next seven years in Gt Britain, Chris did most of his early schooling in Didcot (Berkshire) before then migrating to Australia to finally complete his schooling at Bridgetown.

Later on Chris' father joined the Forests Department at Shannon River and as a result his three sons followed father's footsteps with older brother David now at Manjimup, Charles at Nannup and Chris at Walpole.

Over the past 19 years Chris has suffered only two accidents, one, a L.T.A. at Shannon River early in his career, which put him out of action for a period of 2 weeks and the other, a MTA at Walpole in early 1973.

Outside Forests Department work Chris has developed into a more than keen proper fisherman (latest effort a 55 pounder, however the location is still a secret), also is President of the Town Badminton Club, average dart player and has been known to bend the elbow on more than one occasion at the "local".

Recently Chris, together with his wife Kathy and baby Samantha, built his own house which, with associated views of the inlet, would be the envy of most.

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INVENTORY AND PLANNING

By now everyone should have noticed the new sign erected just outside the once Working Plans Office building. The old title "Working Plans" has made way to "Inventory & Planning Southern Region", specialising in aerial photography and interpretation, resource assessment, compilation of the general working plan and leading eventually into automative data processing. The change of name was the result of "Working Plans" being only a small part of the overall function of the section. It now clarifies to both the public and to other Forests Department personnel, the duties carried out in this office mainly that of planning and inventory (GWP 86, 1977). The sign is the design and craftsmanship of DFO Alan Lush, officer in charge at Inventory & Planning.

DFO Alan, who was at Kemscott before being transferred to Manjimup about seven weeks ago, replaces Cathy Bright who is now the proud mother of a baby daughter, Belinda.

Inventory & Planning (Cont)

Sick and tired of eating biscuits for morning and afternoon teas? Well how about this as a suggestion. Start up a cake supply scheme for any special occasion such as birthdays, weddings, wedding anniversary, pay rise or even a big footy tipping win. The lucky person or persons celebrating the occasion (maybe an unlucky occasion for the cake supplier) brings a cake for that day. This scheme has worked well at Inventory & Planning for at least 12 months, and looks as though it will stay with us for a good while yet. Home made cakes have pride and place, however, Mills & Wares cakes are never knocked back.

Inventory & Planning had a 100 per cent pass rate in the recent Promotional Exams with Technical Assistant Danny Blechynden (Bimbo) topping the class with marks of 88 in both papers in the TA Grade 1 level. Technical Assistant Tom Brittain passed the Technical Officer Grade 2 exam and others to pass the TA Grade 1 level were Kim Phillips-Jones, John Webb and Kim Allen.

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HIGHLY CONFIDENTIAL FILE FOR SENIOR OFFICERS ONLY - by Dombakup

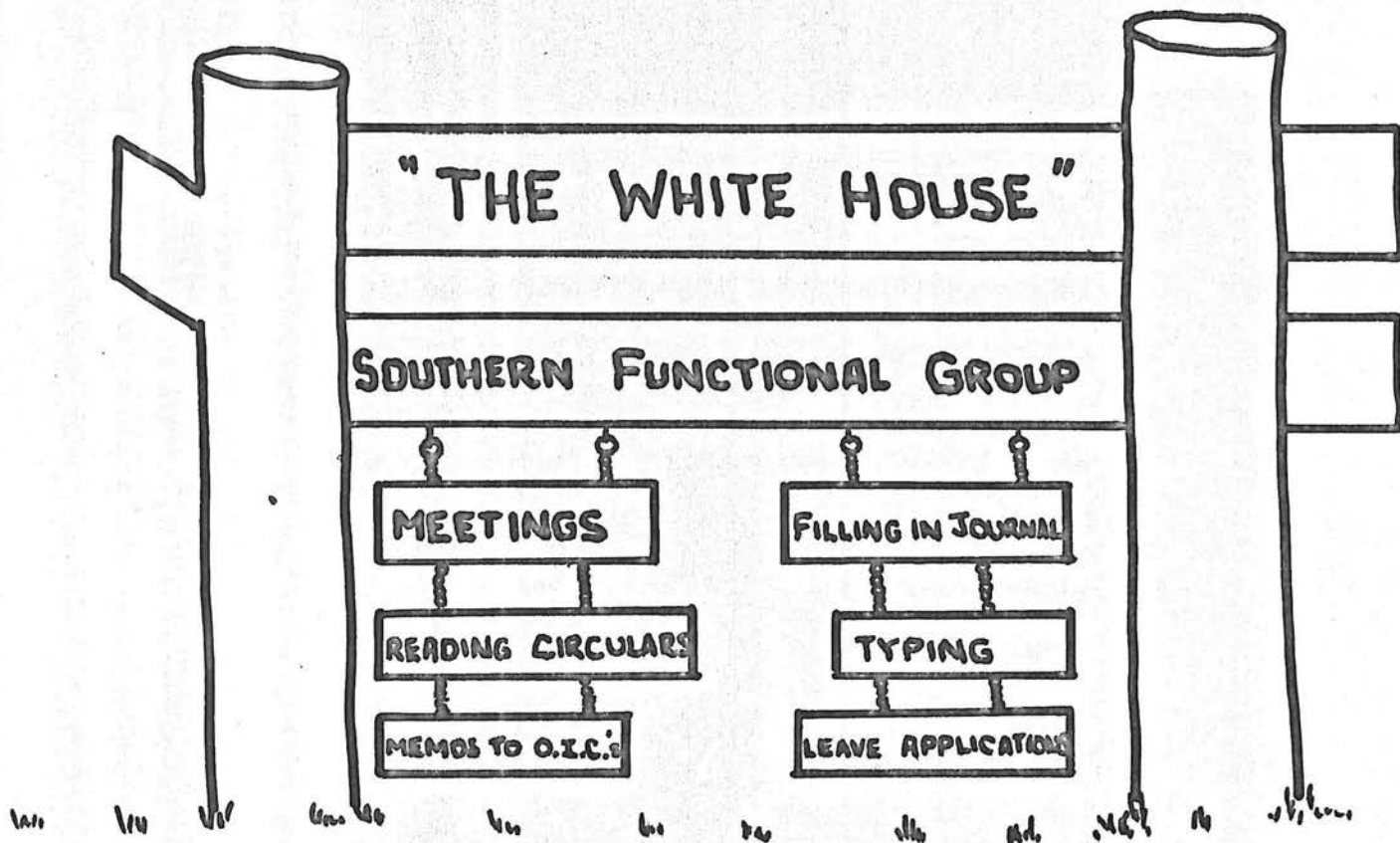
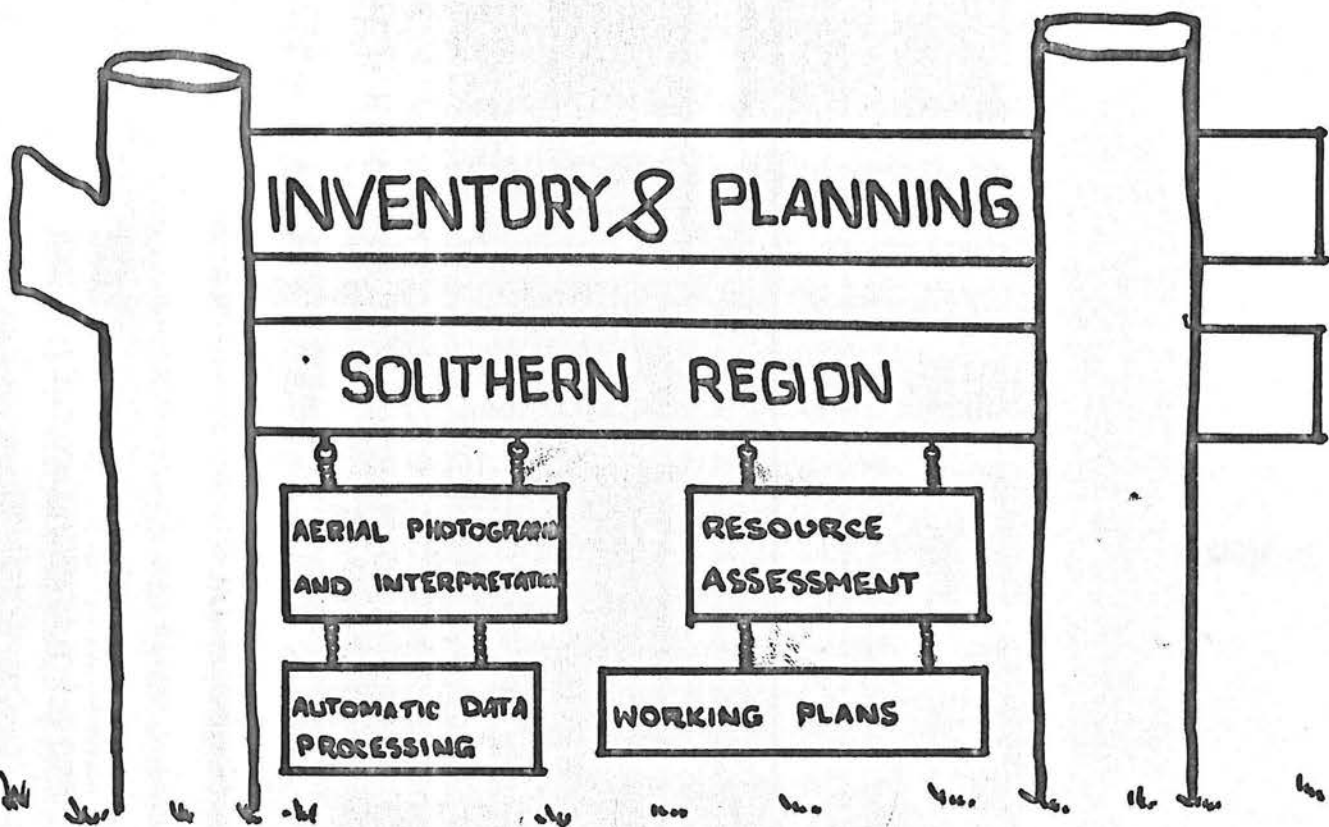
Ten golden rules that should guarantee complete disorganisation of officers, manpower and machinery at any given Aircraft Burn at short notice.

1. Approach burn confidently knowing you are the only person capable of organising such activities.
2. If possible immediately alter all flight plans by suggesting flight lines should be running in opposite direction to those indicated on plan.
3. Show field officers that general rules do not apply to you by indiscriminately lighting spot fires throughout the burn area.
4. Never consult fire boss before moving forces around burn from positions allocated by Control.
5. As often as possible block all traffic movement around burn by leaving your vehicle in centre of roads and tracks with door open while you depart for places only known to you.
6. It is a must that you leave burn early when confusion is at its greatest, never answer your wireless less you are asked to clarify a confusing point.
7. Always keep your right hand in your pocket well out of site in case your left hand should get a clue of what it is doing.
8. Make it a golden rule to insist field officers at burn are reminded to secure all running edges and trees are not left in dangerous condition overhanging roads. Remember only you would think of these points.
9. Call Control officer with trivial remarks as often as possible during lighting times making sure at all times calls coincide with aircraft trying to contact marker vehicles.
10. Write down anything you think of that may make the running of Aircraft Burns more difficult, this is important so never rely on your memory to record these important items.

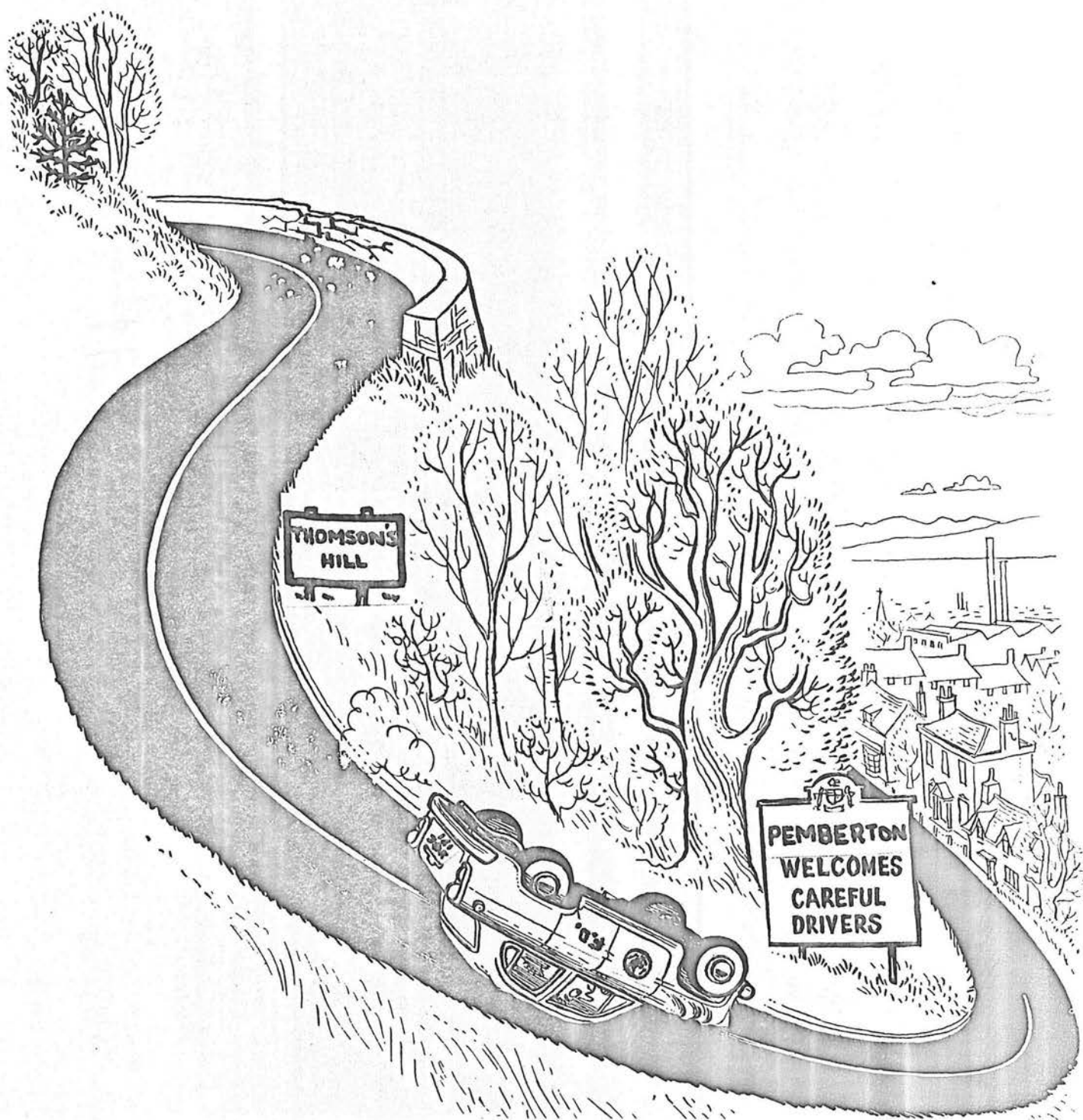
If these 10 rules are religiously followed senior officers attending Aircraft Burns can spend many happy hours in the field in great company (Your Own).

The rules were not intended to win friends among gang members nor create a good influence on field officers but what the hell you'll have a terrific day and if you are not completely satisfied with your days activities carry a folder full of complicated burn tables and buggar up an overseer before retiring to your club for a couple of well earned coldies.

Always keep in mind any praise that falls to the division for efficiency during the burning season is probably due entirely to your efforts.



VEHICLE SAFETY



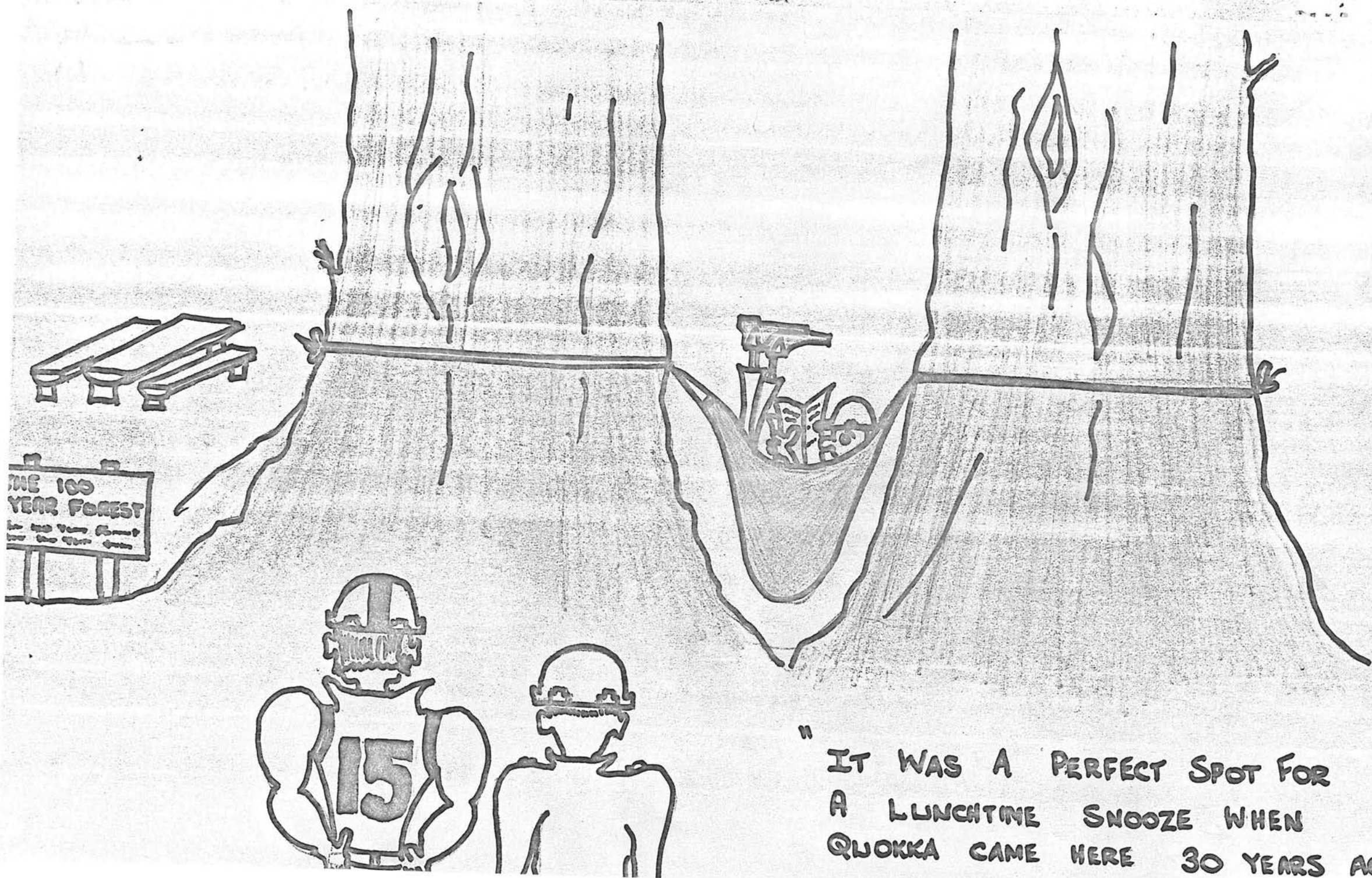
A recent analysis of Forests Department vehicle accidents has again revealed a very poor level of performance in the Southern Region.

Of 93 vehicle accidents in the whole Department in 1976/77, the Southern Region contributed 31, or about 33%. (These figures do not include broken windscreens.)

Of the 31 accidents, Manjimup accounted for 22, Pemberton 7 & Walpole 2.

Main accident causes were : Reversing
Contacting protruding logs and limbs
Striking animals.

The cost of these accidents is great, both in terms of finance and efficiency. For example, repair bills for Southern Region vehicles alone over the last two years was close to \$10,000. To this must be added the hidden costs and inconveniences involved in vehicle down-time, report writing, filling in innumerable forms, accident investigations, writing and reading boring circulars like this one. A wasted resource of \$25,000 is probably involved.



" IT WAS A PERFECT SPOT FOR
A LUNCHTIME SNOOZE WHEN
QUOKKA CAME HERE 30 YEARS AGO "