

Submarine Miner



VOL. 1 AUGUST 1954, NO. 3

General Plant News



Salvi Gauci, Drag Driver, No. 4 Mine, accompanied by his wife and children left recently for Malta to visit his parents whom he has not seen in over fifteen years. During World War II, Salvi served in the Merchant Marine. . . . Ray Gendreau spent some time in Quebec province during July visiting relatives and friends. . . . Congratulations are extended to the following pensioners of the Company who celebrated birthdays during the month of July: John Pitts, Former Section Foreman, No. 3 Mine, 79 on the 10th; Albert Budgell, former Supervisor, No. 6 Mine, 78 on the 27th; John Littlejohn, former No. 3 Mine employee, 76; Jonathan George, former employee of the Mechanical Department, 76 on the 10th; Stephen Fitzgerald, former Construction Foreman, 73 on the 11th; John Vickers, former driller, No. 2 Mine, 71 on the 11th; Willis Spencer, former employee of No. 4 Mine, 70 on the 23rd; Naaman Ryan, former Overman of No. 3 Mine, 68 on the 12th; Nelson T. Shave, former Chief Cost Clerk, 66 on the 16th; Algernon Tucker, Sr., former Paymaster, 66 on the 21st; Peter F. Kent, former Shovel Operator, 65 on the 23rd, and John Cahill, former employee of the

Stores Department who was 60 on the 20th. . . . Bill Babb, Material Foreman, No. 3 Mine, and an active correspondent of this publication has resigned his position with the Company and left for the mainland where he has secured a position with a manufacturing firm. With him goes our best wishes for every success in his new job. . . . Bill Andrews of the General Surface Department is presently in the United States visiting relatives and friends. . . . Dr. Bernard J. Egan left recently for Ireland on a holiday where he joined his wife and two young daughters who have been visiting there for some time. . . . Congratulations are extended to the following employees who welcomed new arrivals during the month of July: Clarence Atkins, a son on the 1st; Roland Atkins, a daughter on July 9th; John J. Murphy, a daughter on July 20th; Peter A. Fitzgerald, a daughter on July 21st, and Edward Power, a son on July 21st. . . . We are pleased to learn that after lengthy illnesses, Dennis Henniford and William Mugford returned home from hospital on Saturday, July 24th, and Monday, July 26th, respectively. . . . George Normore of the Record Office spent his holidays vis-

iting relatives and friends in the U.S.A. . . . It is interesting to note that motor vehicle registration figures released by the Department of Public Works reveal that in 1954, 498 motor cars were registered on Bell Island as against 230 in 1951, an increase of 268. In 1954, there were 261 trucks licensed as compared with 198 in 1951, a gain of 63. Up to July 20th of this year a total of 759 cars and trucks were registered — an over-all increase of 56% since 1951. . . . Peter Sweeney, Frank Ryan and Matthew Penney, who recently received their discharges from the Armed Forces, are now working in No. 3 Mine. . . . It was with sincere regret that we learned of the accidental death in Germany of Charles Ryan, who was a member of the Canadian Armed Forces. To his widow, his father and mother (Mr. and Mrs. Naaman Ryan) and to the other members of his family, we extend deepest sympathy. . . . The following employees went on pension July 1st: Richard Mercer, John Hiscott, Josiah Jones, No. 6 Mine, and John F. Squires, No. 4 Mine. To each we offer our best wishes for health and happiness in the years that lie ahead.



Shown above are left to right, Thomas Kent, Superintendent of Nos. 4 and 6 Mine, Ron Pumphrey, H. D. Cameron, General Mining Superintendent; Larry Humphrey, Don Nichol, George Hillyard, Norman Brown, William Goodfellow and Gary Cauldwell. The four boys were on a tour of Newfoundland sponsored jointly by the "Toronto Telegram" and the "St. John's Evening Telegram".



WANTED FOR MURDER

Wanted for murder!

Yes, I am wanted for murder, for mayhem, for robbing workers of their income, and bringing hardship to their families and for many other evils as well.

And though my range of operations has been cut in recent years, I haven't been completely wiped out yet. I still manage to cause trouble sometimes.

I guess it's because I look so innocent. Few people suspect me, yet I can truthfully say, without bragging, that I have done my share of actual killing.

Innocent? Yes, I'm innocent — at least like "Baby Face" Nelson was innocent.

Of course, murder is one of my lesser known accomplishments. I'm better known for the number of broken bones I've caused; for the number of men I have blinded, burned and sent to hospitals with other types of crippling injuries.

I get around! You've all seen me. I sometimes associate with pretty decent fellows, too. You may even have been involved with me yourself.

A plant the size of Dominion Wabana Ore is an excellent place to hide and I stop by here from time to time. You may be my next victim if I'm allowed to stick around.

I sure get a kick out of it when I talk you or one of the other guys into giving one of the nervous

fellows a surprise jab, causing him to jump.

Why, I once knew a nervous man to jump off a scaffold and break both his legs when a fellow jabbed him.

Another one jumped into a pot of molten slag and I've known countless men to have been permanently crippled when they jumped into moving machines or in front of moving vehicles.

I also get many victims through scaring, tripping, pushing, teasing, throwing things at them, dumping them on the floors by upsetting chairs and by giving them a good old "hot-foot."

And say, don't forget compressed air, one of my deadliest weapons! It's one of those guns that nobody believes is loaded.

However, I'm not as popular as I once was. Campaigns to remind employees how dangerous I can be have caused me no end of trouble.

For example, safety campaigns put on by many companies have pointed out how unsafe I am. That hurts, because safety is my sworn enemy.

What is my name? Well, I have been known by many aliases, but my real name is HORSEPLAY!

I sometimes disguise myself as harmless fun and that fools a lot of people who forget that I'm like a booby trap—innocent and harmless enough on the surface but just plain deadly underneath.

The Miner's Ten Commandments

1. Thou shalt scale the walls and back.
2. Thou shalt rope off that area which thou can't not scale.
3. Wear thy safety glasses when thine eyes are in danger.
4. Remember always to follow safety rules and safe practices; if in doubt, ask thy supervisor.
5. Keep thy footing safe, for falls are the root of much evil.
6. Bend thy knees and keep thy back straight when lifting heavy objects.
7. Thou shalt not horse-play for it is a menace to thy friend.
8. Wear hard-toed boots because they save thy feet; a safety hat to protect thy head and gloves to save thy hands from injury.
9. Thou shalt help thy fellow employee to be as safe a worker as thy self.
10. Thou shalt report all injuries promptly—neglect no scratch nor wound.



Shown above (left to right) are Michael Moore and George Cobb who retired from the plant safety committee in July. Safety Director, Tom Godin, is presenting them with a small gift in appreciation of their valuable service in accident prevention work.

Let's Face It!

Why are you safety guys always askin'—"How are we gonna sell these workers on safety?"

What's to sell? Why are you trying to make a Federal case out of it?

As I see it, one of the primary reasons people don't accept things is because they don't understand them. Or, there's not enough tangible showing to generate interest in it.

You're sure not gonna sell me a bill of goods on anything until you first let me know what it's all about, and I see what I'm gonna get out of it. I'm not gonna be able to determine "What's in it for me" either until you educate me on the subject.

And, another thing. I'm not gonna be excited much about all this raving about "think of the family," "watch the eyes," "be careful of the toes," etc., etc.

Sure, I don't want to get hurt, and I don't want to hurt the family, intentionally. But, hell, I know lots of guys as well off as I am who have parts missing here and there. Besides, I don't mind taking a chance occasionally. A guy may get caught now and then, but most of the guys go on for years with nothing really serious happening to them. After all, just plain living is a gamble these days.

Now, I'm primarily interested in the present. I don't make enough money to save much for the future, so I'm gonna live it up now. Besides, I'll get old age pension at 70—and I'm not really sure I even want to live that long.

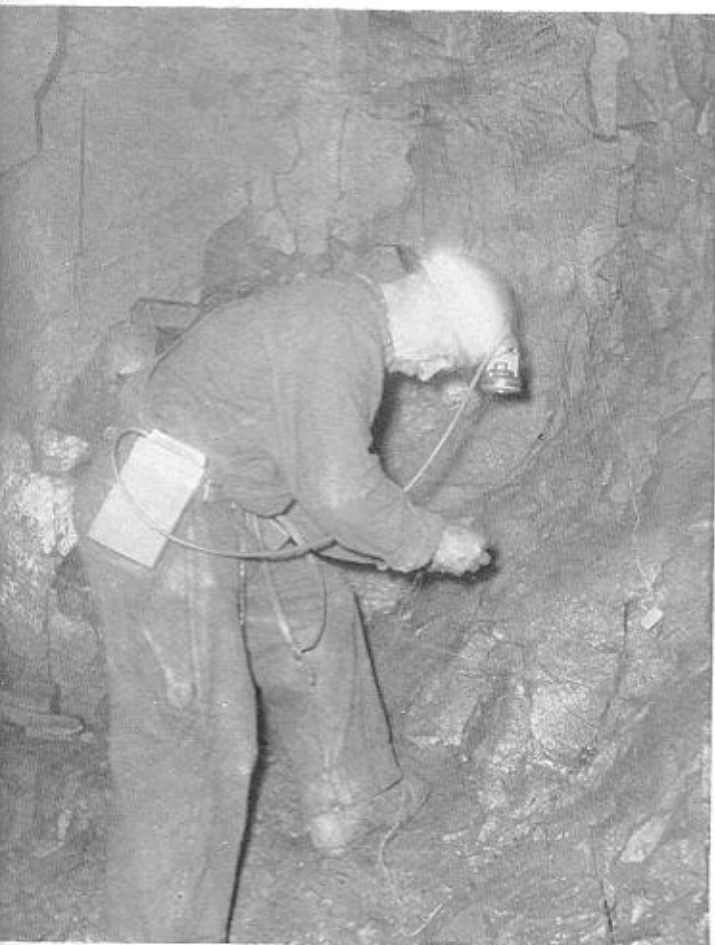
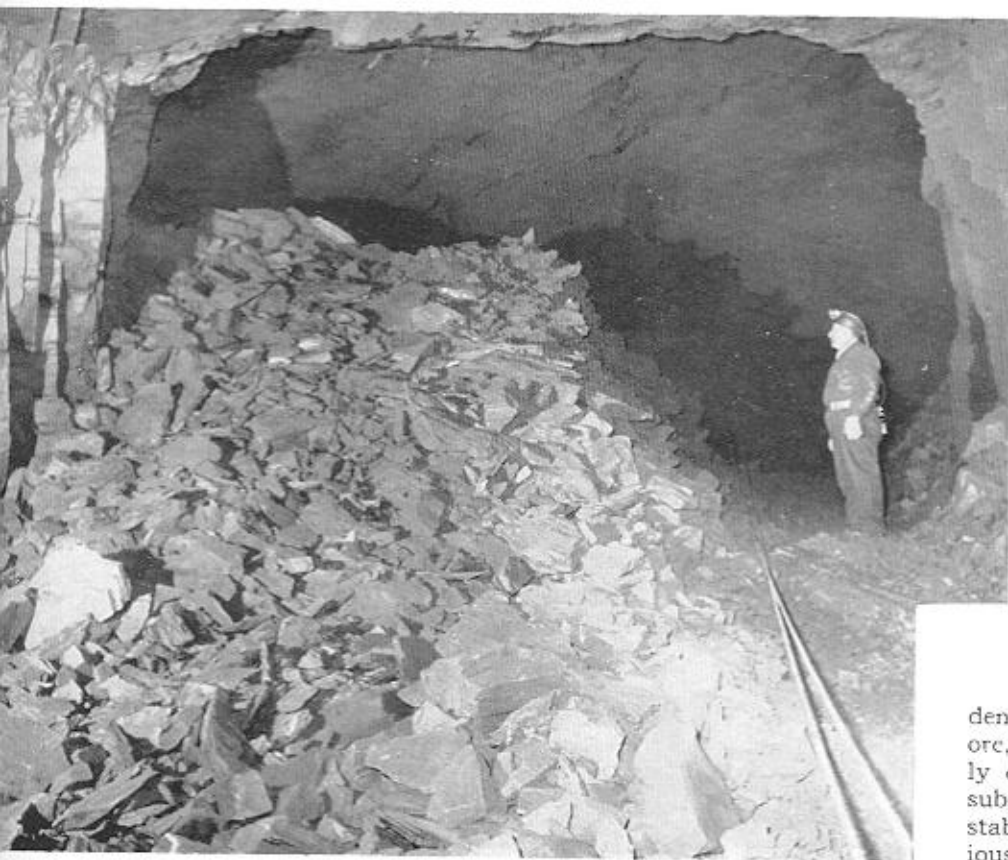
Now, if you can show me how I'm gonna benefit right now, say, every minute of the day, doing things a safe way—maybe I'll listen. You don't have to sell me anything! You just lay out the facts and I'll do the selling to myself, if I need be. I got brains.

As I see it, if you do the job the right way, there won't be any accidents.

All I want you to do is show me the right way, Mac. You don't have to sell me anything.

ROBERT D. GIDEL, Senior Engineer,
Industrial Department, National Safety Council.

BLAS



Blasting can be described as the process of suddenly breaking apart a solid body, such as rock or ore, by exploding within it or alongside it some rapidly expanding or explosive substance. An explosive substance or solid, such as dynamite, is in a very unstable state as a solid, and is, shall we say, very anxious to become a gas. This change we can bring about by giving the explosive a sudden sharp blow which raises the temperature rapidly such as the blow it receives from an exploding detonator. A chemical change takes place within the solid and it immediately becomes a gas which develops at terrific force and at high temperature. When we realize that this gas is being released almost instantaneously at the rate of 500 volumes to the original 1 volume of solid or more, we can understand the explosive effect. The gas must go somewhere and does by overcoming the strength of the ore and shattering it.

Owing to their unstable nature, explosives require careful handling and must be stored in dry, well ventilated magazines which are operated in accordance with strict government regulations. Our explosives come to Wabana in special ship cargoes, approximately four loads per year, and our storage space must be of sufficient capacity to allow us to carry on for six months without shipments because of the ice and storm hazards which would be involved in moving such cargoes into this port during the winter months. The explosives are stored in modern, well constructed magazines in a fenced area on the North side of the Island remote from houses and mine buildings. All precautions against lightning and fire are taken and firearms are prohibited in the area.

A crew of three men operate in the magazine area, moving the daily requirements for the mines from the storage magazine to a packing house where the explosives are taken from their wooden cases and repacked in canvas bags in which they are distributed to the mines. All the necessary safety precautions as to the handling, packing, removal of wood shavings, paper and boxes are strictly observed. Smoking is prohibited in the area.

The dynamite is transported in these canvas bags to the mines daily by means of a carefully maintained truck, the box of which is lined with wood. It is distributed to the various mine heads and carefully watched until it can be put down in the mine, either on B shift or C shift.

Blasting is done during C shift, 12.00 p.m. to

TING



8.00 a.m., and the blasts are set off usually not later than 6.00 a.m. The men engaged on blasting work in pairs, each pair is assigned, by their foreman, a section to be blasted, usually three or four faces. The blasters travel with their own explosives over the levels to the working faces. The explosives are transported in special wood-lined mine cars, care being taken to ensure that the detonators are not transported in close proximity to the dynamite, and that, when locomotives are used for hauling, the dynamite car is hooked on to the train at some distance from the locomotive. The last lap of the journey for the explosives from storage magazine on surface to the face to be blasted is accomplished on foot, the blaster and his helper carrying the explosives from the dynamite car in and to the faces. Before entering the work-area, a stop is made at the blasting switch station located at the entrance to the area, to ensure that no electrical current is passing through the blasting lines which lead to the working faces from the switch station. All blasting in the mines is done electrically, the safest and most efficient way, as the men are always at a safe distance when the faces are shot.

On reaching the face to be blasted, the blaster examines the face, measures the lengths of the holes and makes sure that they are free from grit and sludge by use of a charging stick. From the drilling pattern and the length of the holes, the blaster determines the amount of explosives to be used so that the maximum amount of ore can be broken. Meanwhile, the helper is readying the explosives for charging. The holes in each face, varying from 24 to 30 in number depending on the height of face, and from 7 to 11 feet in depth, are charged with explosives, the helpers inserting the plugs into the holes and the blaster pressing them firmly yet gently in to fill the hole as completely as possible. The primer cartridge is inserted near the middle of the hole. This cartridge contains the detonator which, when ignited, supplies the knock or shock which causes the dynamite to explode. Care is taken to see that the leg wires of the detonator protrude from the hole for easy connection to other charges. When the hole is charged to within about 18" from the collar, a tamping plug of clay or sand is usually inserted to assist the dynamite in breaking the ore.

The electric detonators used are milli second or split second delay types, in which the delay in detonation after the current passing through is regulated



(BLASTING Continued)

to very small fractions of a second. The timing between shots is so small that the firing of a face of thirty-two holes sounds almost like the firing of one shot.

The primer cartridges are made up at the face. A plug of dynamite is pierced with a pointed copper tool and the detonator carefully inserted into it with the leg wires of the detonator looped once around to ensure that the detonator remains in position.

After all the holes are charged, the blaster and his helper connect all the leg wires from the charges in series finishing up with one unconnected leg wire on each side of the face. Each of these is connected to a spool of blasting wire and the blasters retreat from the face unreeling the two spools until they reach the main line blasting wires which are permanently positioned on brackets along the main level. The other faces to be blasted are charged in a similar manner and blasting wires are led back to the main level.

Before leaving a charged-up face, an inspection is made to see that all blasting supplies have been removed and that no equipment has been left in line of fire of the blast. Before connecting his lead wires to the main blasting line, the blaster tests the continuity of circuit to each face to be blasted by use of a galvanometer. All the faces to be blasted are connected to the main blasting line, the hookup being either series connected or series parallel depending on the number of detonators in the circuit. The blasters then ensure that no workmen are in the area and retire to the blasting switch. In co-ordination with other blasters in the area, the shot is fired by plugging into the power supply and throwing the switch.

NORTHWARD WITH PEARY

In the first instalment of his story, Mr. Murphy told of the extensive preparations made by Commander Peary for this famous expedition and the elaborate organization which was set up to enhance his chances of reaching the North Pole. The leading advance party under Captain Bartlett travelled as far as the 88th parallel, the farthest north any white man had travelled up to that time. It was from this point that Commander Peary and party were to set out in a final dash for the North Pole. Captain Bartlett bade farewell to Commander Peary and then returned to the "Roosevelt," where he learned of the death by drowning of Ross Marvin one of the party leaders. Mr. Murphy's story continues:—

Commander Peary and his party, consisting of Henson, his negro servant, and four Eskimos, reached the North Pole on April 6th, 1909. We learned of this great news when the Commander and his party returned to the ship which was around the latter part of April. Needless to say, there was great rejoicing tempered by a feeling of sadness because of the tragic death of Ross Marvin. After two days of rest following

their return, Commander Peary erected a cross off Cape Sheridan in memory of his good friend. A memorial service was held at this location and was attended by the following crew members: Thomas Gushue, Mate; John Murphy, Bosun; George Wordwell, Chief Engineer; B. Scott, Second Engineer; James Bently, Patrick Joy, Oilers; Patrick Skanes, Richard Butler, George Piercey, John Wiseman, Firemen; and Sailors John Connors, John Coady, John Barnes and myself. After the service we all went back to a lonely ship in the far north.

At this time we had no night, the sun being with us twenty-four hours a day. At midnight it was directly overhead just as it would be here at noon in mid-summer.

During our forced stay off Cape Sheridan, due to the ship being stuck in the ice, hunting parties were organized to procure meat for the ship's company. In the winter months, teams consisting of two crew members and four Eskimos with a team of dogs would take turns hunting Musk Oxen and deer. On these hunting trips we would sometimes have to go as far as fifty miles from the ship before game would be

sighted. Sometimes we would encounter as many as one hundred to one hundred and fifty musk oxen in a herd. To round them up we would let the dogs loose. The oxen would gather in a ring in order to defend themselves and then we would shoot only what we would require, probably eight or nine during each trip. The musk oxen is a dangerous animal when aroused and both men and dogs had to be continually on the alert in case they charged as when they did they would trample anything or anyone in their path. After securing the oxen, it was necessary to clean and dress the meat as soon as possible for if it was left for any length of time it would go bad.

Besides the musk oxen, we had the odd meeting with Mr. Polar Bear. It was amusing to watch a lone Eskimo and two dogs fighting one of these creatures. The dogs would keep the bear going around like a spin top by biting and barking at its heels. The Eskimo, armed with only an ice lance, would keep stabbing at the bear until it bled to death. Our requirements of bear meat were procured in a more humane manner as we used firearms to dispose of them.

On July 17th, 1909, approximately three and one half months after Peary's return to the "Roosevelt" from the North Pole, we broke free of the ice and got as far as the center of Robinson's Channel where the ice held us prisoner until August 2nd. On that date we worked our way into loose ice and headed for North Greenland where it was intended to hunt walrus.

The first walrus taken on board was between six and seven hundred pounds. When the creature was skinned, the Eskimos started

a great feast. Each man, woman and child had a large, sharp scalping knife which they used to cut the meat into long strips. They would then put one end of the strip in their mouths and would make a chop at it fractions of an inch from the tips of their noses. At first, we expected to see more than one Eskimo minus a nose but we quickly discovered that all, even the children, were experts in wielding the knife in this fashion as all managed to retain their noses.

The time now came for us to say farewell to our good friends the Eskimos and we landed them at their homes in Etah and Cape York providing them with a bountiful supply of walrus meat. In all seventy-eight Eskimos, men, women and children, and one hundred and twenty dogs were put ashore at these places. After we had left them we felt very lonely indeed as they had been with us for a long time.

We now steamed for the North Star Bay, which is approximately 1,700 miles north of Baccalieu Island, where we met the S.S. "Jeanie" commanded by Captain Samuel Bartlett. From her we secured fifty tons of coal and fifty pounds of tobacco, both of which we needed badly. A young millionaire sportsman named Whitney who had joined us in Greenland where he was walrus hunting was transferred to the "Jeanie" leaving his collection of walrus heads and tusks aboard the "Roosevelt." The "Jeanie" then proceeded northward where she was to make contact with another Arctic expedition under the leadership of Captain Cook.

(Mr. Murphy's story will be concluded in the September issue of the SUBMARINE MINER.)

THOROUGHbred ANIMALS ARRIVE AT BELL ISLAND



Shown above are three Jersey heifers and a Jersey bull calf which recently arrived from the Mainland. These thoroughbred animals, a gift to the community of Bell Island from Mr. L. A. Forsyth, G.C., President of the Dominion Steel and Coal Corporation, Limited, and Mr. S. Webster, of Montreal, are being looked after for the time being by Mr. P. T. Murphy. Plans, in line with the wishes of the donors, are presently being made by the Agriculture Committee of the Kwan's Club to place the animals in the care of residents who have the facilities to take care of them properly with the stipulation that offspring are to be returned to the Club which, in turn, will distribute them to other residents of Bell Island who may wish to obtain a good milk cow. In this way, it is hoped that the Island dairy herd will improve greatly over the next five years.

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Dominion Wabana Ore Limited
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Dominion Steel and Coal
Corporation, Limited.

COVER PICTURE

This month's cover picture shows blaster's helper Arthur Cole at a face in No. 3 Mine, East Side. Arthur is connecting the lead wires to the charges just prior to retiring to the blasting station. At various faces throughout the section other blasters are carrying out similar tasks. When all faces have been charged and wired, all workmen in the area retire to a safe location and the faces are blasted simultaneously under the direction of the blasting foreman.

OBITUARIES

Sincere sympathy is extended to the bereaved relatives of the following employees who died recently:

CHARLES E. HUNT, Q.C., one of Newfoundland's most prominent barristers and a Director of the Dominion Steel and Coal Corporation, Limited, who passed peacefully away at his residence, 32 Circular Road, St. John's, at 2.30 p.m., on Tuesday, July 27th.

JOHN CHURCHILL, Pensioner, former employee of the General Surface Department, who passed away at his home at Galt, Ontario, on Wednesday, July 21st.

AUSTIN BENNETT, Watchman, who passed away after a lengthy illness at the Grace Hospital, St. John's, on Thursday, August 5th.

SUMMER VACATION PERIOD OBSERVED

Normal operations ceased in all mines and departments at 8.00 a.m. on Saturday, July 24th, in order to allow employees one week's vacation from July 25th to 31st, inclusive. Many hundreds of employees and their families spent the week on the local mainland as evidenced by the fact that during their absence the brisk vehicular and pedestrian traffic one usually encounters on the Island was half of what it normally is.

During the vacation week, repair and maintenance people remained on the job to carry out special work which could not be performed while the mines were in operation. Pier and Stockpile employees kept the ore moving into the holds of the ore carriers destined for Sydney, the United Kingdom and Germany. Full scale operations were resumed on Monday, August 2nd.

PEPPERRELL AIR FORCE PERSONNEL VISIT WABANA



The group shown above visited Bell Island on Sunday, July 11th, and was conducted on a tour of the Plant which included a visit underground at No. 6 Mine.

BRITISH HIGH COMMISSIONER VISITS WABANA



On July 16th, Sir Archibald Nye, British High Commissioner to Canada, and party visited Wabana and were conducted on a tour of the Plant by Company Officials. Shown in the back row, left to right are Claude K. Howse, Deputy Minister of Mines and Resources, Douglas C. Hunt, L.L.B., Sir Archibald Nye, H. P. Dickey, H. G. Curran. Kneeling are H. D. Cameron and Thomas Kent.



Pictured above are members of the Newfoundland Section "B" Hockey Championship team who were recently presented with jackets by the Local Kiwanis and Lions Clubs. Shown left to right, front row: Eddie Ford; Tom Cobb; Gerard Connors; Hubert Power; Cyril Power; back row: Albert Ash; Riv. Ford; Don Reeves; "Hap". MacDonald; George Connors; Sam Atkins; Joe Penney and Gordon Skanes.

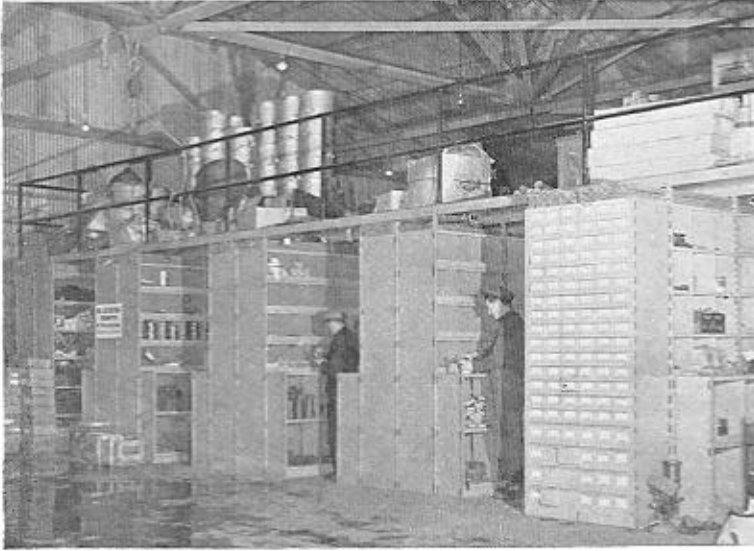


Shown above is Mr. Thomas P. Murphy one of our most senior and esteemed employees. Mr. Murphy, who has been compressor operator for over thirty years began work with this Company in 1900 at the age of 16 and has worked steadily since that date. Now at the age of seventy, Mr. Murphy who is a native Bell Islander, is hale and hearty as evidenced by the fact that over the past year and one half he has been absent from work for only four days.



Shown above is Con Murrin of the Mechanical Department who last month successfully completed a course in diesel mechanics with I.C.S. Con started the course shortly after joining the Company in May, 1952, and is to be congratulated for his fine showing, initiative and resourcefulness.

Stores Department Plays Important Role In Operation



This view shows the bin section of the warehouse where thousands of small items are stored in indexed bins.



A corner of the cold storage section of the Warehouse.



Purchasing and Stores Personnel: Left to right: Ambrose Stoyles, P. Kent, J. French, Dick Taillon, Purchasing Agent; Hubert Hookey, Eva Pitts, Stenographer; George White, Gerald Power, Bert Parsons, P. Fitzgerald, Gerald Bennett, Charlie Carew, Storekeeper. Missing from the picture are D. Jackman, Sam Atkins, W. Harney and Gordon Bennett, Warehouse Foreman.

In an operation the size of Dominion Wabana Ore's, the task of providing all mines and departments with supplies and materials—from a nail to a mechanical loader—is no mean one.

The stores department must be prepared to supply, day in and day out, those articles needed for the maintenance of machinery and to replace worn out materials and equipment with the least possible delay. To accomplish this it means that over fourteen thousand different items must be kept in stock—the electrical section alone embraces over twenty-three hundred—and the personnel of the department must have a thorough knowledge of all items that are handled.

Under the capable direction of Dick Taillon, Purchasing Agent, and his assistant, Charlie Carew, the men in the Stores Department are fulfilling this all-important task.



A section of the stock bins which are used to store small parts.