

MAWSE CODE

MAY 2013



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CONTACT: HEAD OFFICE: COHUNA

141 King George St
Cohuna 3568

Ph: (03) 5456 2409

Fax: (03) 5456 2428

Email: sales@mawsons.com.au

www.mawsons.com.au

Safety

After a good start to the year our Lost Time Injury performance has slipped badly. Some simple strains and slips have lead to discomfort, pain and lost time for Mawson team members. This is very disappointing and we must improve our focus on safety basics; being careful where we put our feet, always maintaining three points of contact when climbing access steps and standing up carefully; avoiding wrenching or over-stretching our backs, hips and knees. In a particularly serious incident at Broken Hill a member of our concrete crew has suffered a broken pelvis as a result of being hit by a contractor's shot-creting unit when it was reversing. This underlines the high risk of working underground and re-emphasizes the importance of well-maintained equipment and following every detail of safety procedures.

With the onset of winter the hazards of reduced light, slippery surfaces and stubborn machinery become greater so we must increase our use of risk reduction strategies such as Take 5 risk assessments, updated Safe Operating Procedures, safety audits and training so as to protect ourselves from injury. Perhaps we also need to slow down and take more care to save time, pain and money in the long run?

New Risk Management Software

Many employees have already been involved with the selection and early implementation of the Cruse Integra System that IT Manager, Jason Hensley, writes about on page 5. Over up-coming months more staff will receive Cruse training in areas appropriate to their jobs. Cruse Integra will be used by Mawsons in all types of applications including filing various records, minutes, certifications, policies and procedures, O4i task generation, contractor management, return to work, training records and planning, on-line inductions and archiving.

The investment in Cruse is significant but it is anticipated that the benefits of improved safety, compliance and operational efficiency will more than offset the cost. This investment is especially important as Mawsons continues to grow and regulatory requirements become more complex. Cruse Integra will not be used for any financial, mix design or dispatch applications; we will continue to use ARM (Ereq), ADP Payroll, Command and Epicor as before.

The idea of equipping each Mawson office, lunchroom and eventually all mobile plant with iPads that provide Intranet Access to all kinds of safety information and operating procedures via Cruse Integra is a vision that should further improve our safety and efficiency.

Acquisitions

Since the last Mawse Code edition we have welcomed the Mansfield Quarry and Barham Truck and Tractor businesses to the Mawson Group. Articles on page 2 tell more about these two exciting areas of growth. It is great to provide promotion opportunities for up-and-coming Mawsons staff and to expand our company skillset with employees from newly acquired businesses who have joined the Mawsons team.

New Account Applications

It may not be the most exciting topic but as a result of new Laws regarding credit and security Mawsons have undertaken the rather large task of updating all our customer account records. This has meant collection of updated customer contact and address information and having all customers sign new credit documentation that is in accordance with the new Laws. The co-operation of customers and staff throughout this process has been greatly appreciated, thank you.

Budget for 2013-2014 Adopted

At Mawsons' Board meeting on April 23rd our 2013-2014 Budget was adopted. The year that lies ahead from July 1st presently looks very challenging as spending on infrastructure appears likely to shrink and business and consumer confidence remains weak. The budget does however include significant capital expenditure on new plant, equipment and buildings including new office, laboratory and fabrication workshop facilities at Cohuna and Echuca. These projects have benefitted from Flood Recovery Grants and reflect our on-going commitment to regional communities and our determination to provide modern workplaces and equipment for our staff. Mawsons continue to invest so that our people can continue to provide the best quality service and products to our customers.

John Mawson,
Managing Director

ACQUISITION OF MANSFIELD QUARRIES AND BARHAM TRUCK & TRACTOR SERVICE

2013 has started on a very positive note for Mawsons with the acquisition of two businesses, namely Barham Truck and Tractor Service and Mansfield Quarries. These businesses take Mawsons into two markets that are slightly removed from our traditional concrete and quarrying activities.

MAWSONS BARHAM TRUCK & TRACTOR SERVICE

At Barham not only will we be servicing our own equipment (as we have always done) but for the first time, we will be providing mechanical services and supplies (including a Cummins dealership and Castrol, Valvoline, Fleetgard and Maxus distributorships) to the public. The business features a very well stocked spare parts department and is an approved inspection station for heavy vehicles. Business founders Rob and Kerry Corner, have been caring for the needs of their clients for over 22 years and we welcome the Barham T & T Service staff to Mawsons.

Some current Mawsons staff will relocate from the Cohuna workshop to Barham. Chris Clough has been promoted to the management position and we wish Chris and his team well as they settle in and continue to offer excellent service to our old and new customers.

Top Photo left to right: Sam Burley, Hamish McGraw, Tom Webb, Brian Hutson, Sam Webb, Gary Collier and Chris Clough.



Left to right: Gary, Chris and Brian in the well stocked spare parts department.



MANSFIELD QUARRIES

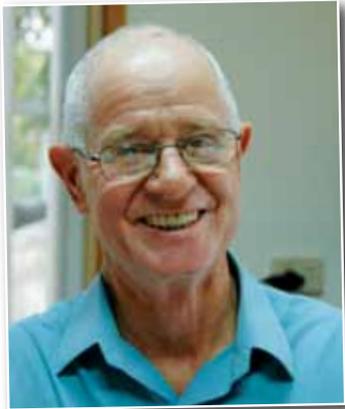
From 4th February 2013 Mawsons took over operation of the Quarry Lane, River Rock, Howes Creek, Paps and Merrijig sites having purchased the business from Mansfield Constructions. Mansfield Constructions will continue to operate their civil construction, mobile crushing and plant hire business as before.

The Mansfield sites produce all types of road base, crushed rocks, sands, beaching rock, feature stone and river pebbles. The products are used in a wide range of civil construction projects including subdivisional developments, housing, erosion control projects, road construction and rehabilitation works. The decorative aggregates are used in landscaping and exposed and polished concrete.

Andrew Dobie has been promoted to the position of quarry manager at Mansfield and we wish Andrew and his team well as they continue to supply a broad range of quarry products to the local and metropolitan markets.



GREG PEACE, 50 YEARS AT MAWSONS.



It is hard to condense fifty years of life into a few words but on 3rd January, 1963 I was engaged by Mawsons to do whatever Lloyd Mawson had in mind for me. I started work in the first Mawsons office, which is now John Archibald's office at 137 King George Street, doing clerical work and spending time with Lloyd learning about the earthmoving and contracting business, which was a great learning experience.

After about 12 months, Ken Mawson took me aside and said "It is about time you did something, so I am sending you back to school to study accountancy" and so I began to learn to be an accountant. The course was mostly through correspondence and was hard going for a boy who was really more interested in playing football and cricket than achieving a formal qualification. Never the less, I did achieve my Accountancy Certificate and ultimately, my CPA, so the effort was worthwhile.

My life at Mawsons has been rewarding and I know that I have made a significant contribution to the administrative progress of the business. I had a number of mentors, firstly Lloyd, Ken and Bernie Mawson who each worked to knock my rough edges off but another major influence was Charles Painter, who was a great teacher and gentleman.

There have been too many people that I have worked with and dealt with over the years to single out any others for particular mention; so many enjoyable moments as well as those where if a gun was close by, murder may have been committed.

We have all had the opportunity to read the Mawsons Centenary book over the past few months, so there is very

little to add to all that is contained therein. Having spent fifty years within the business, I lived through a significant part of this time-line and shared in the progress that has been made.

Because I wouldn't want anyone to think for a moment, that I never raised a sweat or got my hands dirty in the line of duty, I will share two stories.

Firstly, back in 1964, when we first began the "ready-mixed" concrete business, a train wagon load (15 tons I think) of bagged cement arrived at Cohuna Railway Station and needed to be moved to the concrete plant in Railway Avenue to avoid demurrage, so I jumped in the Inter R190 truck and proceeded to the station to unload and transport the cement. I had pulled the truck alongside the wagon, removed the tarpaulin and opened the wagon to commence unloading when John Rush, our workshop yardman, came puffing alongside me and asked why I had left him behind. You have to know John to know that is not exactly what he said, but you also have to admire that a man in his condition would walk and run from the workshop to the rail yard to help me, when I had gone off without him.

The second incident also involved the R190. This time, Lloyd and I had gone around to the brick factory in Hay Street to load up a quantity of masonry blocks for my cousin, Graham Moffatt's proposed new piggery at Mathoura. Because I wasn't smart enough to wear gloves, I got a blister on my thumb, which ultimately became infected and I had to have medical treatment. My only Workers Compensation claim!

Living with your mistakes can be painful but most of my mistakes have been manageable and I have learned to try to do things differently if given the opportunity. I will leave Mawsons later this year with only the regret that I have got old and hope (know) that the Company will continue to grow and prosper in the years ahead.

Greg Peace.

MAWSONS BULK CEMENT TRANSPORT DIVISION.

The latest addition to Mawsons fleet and bulk cement transport business is TR191 pictured right. The new T609 Kenworth with Kw's EBSS (Electronic Brake Safety Systems) and Cummins ISX 580 HP engine fitted with Cummins particulate filter muffler which reduces exhaust emission by 90% when driving through an 18 speed transmission.

This whole B Double combination is now fitted with the latest truck

and trailer electronic braking, stability and load sensing control.

When this unit is heading to one of our concrete or quarry sites, under our Mass Management system, it could be grossing 68.50 tonne.

The prime mover this truck replaced will now be located at Mildura where it will be operated by Darren Allen. Darren will be towing B Double cement tanks from Mildura to Broken Hill.



VALE ANDREW PETTIT

It is with sadness we mark the passing of Andrew (Andy or Pedo) Pettit. Andrew passed away on Sunday 3rd February after a battle fighting prostate cancer for the past 5- 6 years.

Andrew was the bin truck driver at Yabba Quarries for nearly 10 years and is survived by his partner Julie and their two sons Danny and Hayden to whom our sincere condolences are extended. Andy was only 53.

MEMORIES FROM THE PAST....



As a lead up to the centenary celebrations and the publication of our Mawson Centenary book many stories were told and memories relived of times gone by. The sheer amount of material gathered made publication of all stories impossible but we will endeavour to recall some in the ensuing editions of Mawse Code.

The Cohuna Workshop, which was built on the present site in late 1950's, was a hub of activity with perhaps its busiest period from the 1950's to late 1970's. The twenty plus men who worked there kept everything running including bulldozers, scrapers, trucks, front-end loaders and excavators. With lathes, drills, shapers and milling machines there was hardly a job that wasn't tackled. Necessity was often the mother of invention in the workshop. The adaptations and innovations that came out of that workshop are remarkable and the ability of the men who worked there to create, improvise and keep the trucks and machinery running has been critical to Mawsons' success. Long hours were standard and sometimes mechanics worked until midnight to have a truck or machinery item running and ready for work by the next morning.

Following are separate stories of two of those men who worked tirelessly in our workshop.

Kevin Cloonan a fitter and turner, commenced work with Mawsons in April 1957. Kevin became the workshop foreman and like many other men he worked with has many tales of fixing machinery in remote areas and improvising tools and materials to get machinery up and running again. In those early days Mawsons had plant working in some very remote areas. Mobile phones had not been invented.

In 2000, Kevin recalled the following story:

"One memorable event, worthy of comment occurred during my time at Mawsons when a quick dash from Swan Hill to Goolgowi, (near Griffith) by plane with Bob Pallett of William Adams Tractors and others, turned into a daylong real life drama.

I cannot recall who was with me, but we arrived early at

Pictured left together at the Cohuna Workshop, around 1970, are Ted Appleby (left) and Kevin Cloonan.

Pictured right at the Mawson centenary celebrations are Norm Wakeman (former mechanic – Cohuna Workshop), Kelvin Wilson TSS Company and Lloyd Mawson.

Swan Hill Airport where we met with Bob and boarded the aircraft.

The weather was fine and sunny, ideal for flying. We were up and away, Bob Pallett was beside me with a flow meter, to be used for testing the broken hydraulic pump, on his lap.

We got off to a good start but little did we know that it would be nightfall before we would reach Goolgowi, everything that could go wrong would go wrong.

We were over Hay when we were confronted with a mass of low cloud that extended as far as the eye could see.

The pilot landed at Hay airport to review the position, eventually contacting our mechanic, Ted Appleby, who was still on site at Goolgowi, having tested the Caterpillar scraper and phoned through the report on which we were acting. (Remember no mobile phones!!) Ted's assessment of the weather at Goolgowi was similar to that at Hay, so we just stayed put.

After many hours and repeated phone calls to Ted and his unfavourable weather reports, we were finally told that the clouds were thinning and it should be possible to fly.

We took off again and headed for Goolgowi, but not for long, the pilot decided it was still too risky and turned back. Soon afterwards we took off again to try flying under the clouds while following the road to Goolgowi. Cars were coming towards us with their lights on. Some comic in our midst suggested it was to stop us from flying into them. There may have been some merit in his suggestion, certainly, with the clouds as low as they were. I was entertaining the possibility that we may end up having to land on the roadway, on the positive side, this could probably have been done with a minimum of danger taking care that there were no cars present at the time.

NEW RISK MANAGEMENT SOFTWARE

Over the last 12 months Mawsons has been reviewing our current Risk Management System. This review also included a Specialist Consultant's audit on our Safety Systems which made a number of recommendations for improvements.

By investing in a Risk Management software package we are aiming to improve the way we record, access and co-ordinate key business components such as; incident reporting (O4i's), safety systems (like JSA's & MSDS's), Policies, Procedures and forms, Contractor Management and training records. Some of these things Mawsons do well, but as the audit pointed out there are many areas we could improve on.

One area for improvement was the accessibility and user friendliness of the systems that Mawsons currently use. To address this issue and enable improvement we decided to ask different software providers about providing an 'all in one' solution. After reviewing six different software packages we selected 'CRUSE Partnership' and their software called 'CS Integral'.

CRUSE is a family owned business based in Melbourne. It's not a pleasure boat ride – but a company that has developed a software solution for people at all levels of a business to access and record all sorts of important information. They have a number of large clients including Downer EDI, Barro Group, Nucrush Group, Bob Jane and now Mawsons.

We have started a 12 month program with CRUSE to implement their software company wide.

The anticipated benefits of the project are;

- All staff members can easily access and find the most recent policy, procedure or form.
- Online training will be established e.g. Mawsons

Inductions.

- Central and consistent method of storing records.
- Task module – jobs can be allocated or scheduled. Completed tasks are closed after the job is finished which provides proof of job completion e.g. task allocated to a site manager reminding them of 3 monthly site OHS meeting.
- Contractor Management – easy to find if contractor is a preferred contractor and is up to date with insurance, training and registration details.
- Employee and Contractor competency – track and record skills, licences and certificates against individuals.
- New version of O4i where suggestions, feedback and incidents can be accessed more easily. Tasks can be allocated from the O4i.

To implement this project an implementation team has been formed including John Mawson, Trevor Gilbert, Travis Price, Craig James, Phil Ryan, Lee Yowarth, Ros Dwyer, Wayne Douglas, Steve McNair, Teresa Parkinson and Jason Hensley.

This team will co-ordinate the initial implementation at our trial sites; Glenrowan, Shepparton and Fosterville.

The CRUSE project will be rolled out in stages. We are just in our first stage of setting data up for our trial sites. After these trials are completed we will progressively roll out company wide.

Have a chat to any of the members of the implementation team about the project if you have any questions. If you want to find out more about CRUSE Integral go to <http://www.integralcs.com/>

GLOBAL CORPORATE CHALLENGE

You may have noticed a flyer referring to the Global Corporate Challenge. The GCC is an international corporate health initiative and involves 950,000 people in 105 countries. The GCC, through its focus on behavioural change, can make a vast difference to the health of employees. The GCC is not only entertaining and engaging, but it really works with improvements in physical and mental health, resulting in more engaged and healthier staff.

In May each year, teams of seven from companies all over the world start the GCC 16 week program. Every competitor receives a 3D accelerometer which accurately tracks daily activity. This data is then entered onto the web or smart phone app to record your activity over the 4 month period. A good target would be 10,000 steps a day over that time. (Conversion approximately 7.6 kilometres)

To participate please let your OH & S representative know who will pass names onto Robyn Revell. We will then form

teams of seven and the Mawsons Teams will be ready to go for the challenge when it commences on May 23rd.

Please be prompt as we will close the offer on 6th May to allow adequate time to get ourselves organised. There is no cost to the individual as Mawsons have kindly offered to pay for your entry fee as a part of our continuing commitment to our workplace health and wellbeing program.

If you would like further information, click on the following link – www.gettheworldmoving.com., or contact your site manager.

WORLD'S GREATEST SHAVE 2013

Every March thousands of people shave, colour and wax their hair to raise funds for the Leukaemia Foundation. It's one of Australia's biggest fundraising events. Since 1998, World's Greatest Shave has raised in excess of \$138 million. The money raised not only goes towards research but also to supporting patients and their families with free services and practical care.

Kylie Hamilton, from our Fosterville plant, decided to have her hair shaved to support this great cause. Kylie had recently met a staff member who has leukaemia and the fact her great grandfather had also suffered from leukaemia was an additional reason to encourage her participation. Kylie had great support from her colleagues and her goal was to raise \$2,000. Kylie has raised \$1,300 to date and is very thankful to the people who have contributed. Donations can still be made to this great cause. Well done Kylie, a great effort.



Pictured above Barry Woodward, a co-worker at the Fosterville plant, and Kylie Hamilton

MAWSONS FACEBOOK PHOTOGRAPHY COMPETITION

100 MAWSONS
Building Partnerships Since 1912

WIN! Like Us On Facebook

Photography Competition
Let's get creative!

Entry Requirements

- The photograph must contain the "Mawsons" logo.
- Your entry must be sent in JPEG format to rtuohey@mawsons.com.au
- Your photograph will be uploaded onto the Mawsons Facebook fan page, in an album titled "Photography Competition."
- Anyone can vote via a "like" on each photograph on facebook.
- The photograph with the most likes at the end of the competition period will be deemed the winner. The winner will be notified via Facebook on July 1st 2013. For Competition Terms and Conditions refer to www.mawsons.com.au/comp

Prize: Ipad Mini 16GB Wifi + Mawsons Prize Pack

The Mawsons Photography Competition has kicked off! Get your entries in now to win an Ipad Mini!

Featured are some of the entries already in the competition. To view these and other entries jump onto the 'Mawsons' facebook page.

The winner will be notified via facebook on July 1st 2013.

Good luck to all involved!



MEMORIES FROM THE PAST (cont. from pg 4)

We arrived at Goolgowi in the nick of time. The light was fading fast when we did a quick left, or was it right, turn and after practically no descent we were down on the ground. My most vivid memory of that moment, and that is about as long as it took, was the cow dung and rubbish the wheels threw around, bashing the wings and going everywhere.

The only serious casualty was the flow meter Bob had nursed since he left Swan Hill. The hand that registers the pressure had fallen off, and it was useless.

After an enforced stay over at the hotel that night, Bob Pallett spent most of the next day in an abortive search to find something other than the design itself, to account for the Caterpillar Scrapers' inability to eject its load. The proposition we had put to William Adams was that the machine was functioning at its full capacity given the equipment fitted. Its capacity could only be enhanced with the fitting of larger diameter hydraulic cylinders. Ted Appleby had gone through the complete system and checked all the pressures and the machine was just not capable of doing the job.

Returning to Swan Hill that afternoon the pilot flew up through the clouds until we were in the sunshine knowing that at Swan Hill the skies were clear.

Following this inspection by William Adams Tractors, Swan Hill, they flew an engineer from Sydney who also found nothing. In the meantime, we had found out from one of their competitors, that in similar circumstances in the United States, Caterpillar had been forced to supply larger capacity cylinders to one of their customers.

Confronted with this and having exhausted their options, Caterpillar capitulated and agreed to supply the larger new cylinders to fit our machine."

At the same time that Kevin was working in the workshop, another gentleman by the name of Ted Appleby was employed. Kelvin Wilson was a guest at our centenary celebrations and printed below is a tribute to Ted Appleby written by Kelvin.

A tribute to a fine Australian pioneer – Ted Appleby.

Visiting Cohuna during the weekend of October 6th & 7th 2012 to attend the 100 year anniversary celebrations of the Mawson Group was a time to also reflect on the past when Ted Appleby, who was employed by Mawsons as a maintenance engineer during the 1960's and 70's, built his first industrial metal detector.

Ted proved his resourcefulness and innovative ability when asked by his employer to overcome the problem of damage caused by tramp metal to stone crushing equipment. Ted, a man of considerable skills and experience, partly gained from his service time during the Second World War as a radar technician, set about making a metal detector to protect the crushing machinery from damage.

Ted drove to Melbourne and purchased a number of electrical components and returned to the Cohuna workshop to build his first metal detector. After successful testing Ted expressed his satisfaction that the detector was ready to be installed, and so began the history of Ted's Metal Detector, which succeeded in protecting vital crushing equipment at Mawsons' quarries all those years ago.

The success of the Detec Metal Detector... Continues

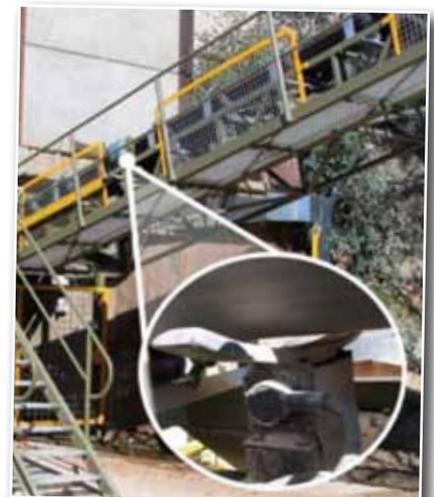
In the early 1970's the founder of The TSS Company Geoff Fleming made an agreement with Ted to become the distributor for Ted's DETEC Industrial Metal Detector, subsequently acquiring the business in 1981. Ted, who designed his first metal detector for his former employer Mawsons then commenced a business and built subsequent models in his home garage in Bendigo. Later Ted moved his business to a small factory in Upper Road, Eaglehawk, Victoria, where to this day DETEC metal detectors are designed and manufactured in a factory close to Ted's original location.

Having once travelled with Ted to Port Waratah Coal Services in NSW to commission Detec Dual Head Metal Detectors for operating on "Steel Cord" conveyor belts, I was able to see first-hand how much he enjoyed the challenge of his work and the complete confidence he had in the operation of the Detec metal detector under such difficult conditions. Of course the detectors are still working today.

The Australian designed DETEC metal detector has achieved wide industry acceptance and a proven track record for its performance, reliability, efficiency and consistent accuracy in the detection of tramp metal (ferrous & non-ferrous) in the prevention of costly damage to equipment fed by conveyor systems (such as crushers). DETEC clients can measure their savings in millions of dollars in prevention of costly repair damage to vital process machinery. With a high percentage of DETEC units in continuous operation for over 20 years, that is an average of less than one dollar a day insurance protection based on life versus purchase cost.

It's now 50 years since Ted's first metal detector was installed and today at Mawson's Quarry Plant in Glenrowan, one of Ted's early detectors is still in operation, a testimony to Ted's work and skill and the design quality of Detec Metal Detectors.

Pictured the metal detector on the primary conveyor belt at Glenrowan



MEMORIES FROM THE PAST....

DETEC is a true Australian Made champion, working 24/7 for industries around the world, from King Island (kelp industries) to Denver, Colorado (roof tile manufacturing); from the Western Australian gold fields to the gold fields in South Africa; from Australian coal fields to China coal mines and places in between; you will find DETEC working as a vital part of extractive industries.

Fond memories of a wonderful man and a good friend.

Kelvin Wilson

Sales Manager, TSS Company

Footnote 1: At the 7th Annual Australian Bulk Handling Awards held in Sydney in November 2012 the supplier of the year was TSS Company for its success in taking the DETEC metal detector from Ted Appleby's Bendigo garage in the 1970's to over 20 countries throughout the world. Congratulations to all at TSS Company.

Footnote 2: Ted Appleby was Alan and Ian Walsh's (Quarry Managers at Pyramid Hill and Yabba North respectively) great uncle.



Pictured are various detectors available now.

BILL THOMSON RETIREMENT.



Pictured Bill and Bernie Mawson.

A Barbecue lunch was held at the Pyramid Quarries on 28th February to mark the retirement of Bill Thomson.

Bill officially started his association with Mawsons in October 1983 but he had driven a truck at Mawsons on weekends prior to his official commencement. Bill took over John Summers' truck on John's retirement. Bill had been friendly with the Summers family since his Air Force days.

Originally from Port Stevens, Bill became a qualified mechanic while in the Air Force, he then drove trucks for Mayne Nickless in Melbourne and used to spend his weekends in Cohuna.

In October 1983, John Summers, who is also a 25 year Club member, offered his outfit, which was at that time a 1980 S Line with an 18 m3 tri axle, steel, semi tipper, to Bill for the sum of \$48,000. Bill said he had no money and John offered to accept \$1,000 per month until the debt was paid. Bill accepted the offer and was engaged as a sub-contractor by Ken Mawson. Bill never defaulted on his repayments to John.

Among the carriers and drivers working with Bill in those early years were Ken Roberts, Aldo Sugar, Graham McDonald, Hank Weegink, Tony West and Ian Behrens. After doing over 1,000,000 kilometres in the S Line he bought from John, Bill purchased a Mitsubishi. He then had an Atkinson in the early 90's and bought another S Line after that.

During his time as a sub-contractor road hauler, Bill carted out of all Mawsons quarries and sand pits with the exception of Broken Hill. In fact in the first three months of Bill's work he had carted from all quarries and pits owned and operated by Mawsons at that time.

Some of the major jobs he was involved with included: Carting rail ballast out of Glenrowan, which was half a day carting for seven days a week over three months, Wangaratta Airport, Echuca Railway Bridge and Torrumbarry Weir. Carting screened dust to Ballarat and Clyde tile factories and delivery of sealing aggregates to sites as far away as Ivanhoe, in New South Wales.

In February, 2004 Bill wanted a change of direction and swapped his truck with Peter Henery to take on the bin truck contract at Pyramid Quarries, and has continued in this role until his retirement on March 1st. Bill was well known to everyone at Pyramid and his capacity to always be first with the news while keeping the plant running at full capacity was legendary. Bill has a great mechanical mind and is meticulous with his record keeping and maintenance. His radio commentary and dry sense of humour will be greatly missed at Pyramid.

Our thanks and best wishes to Bill as he retires after approximately 4 million kilometres behind the wheel. A job well done Bill.

THE ROLE OF MAWSONS SENIOR OH & S COMMITTEE

The Senior OH & S Committee is an important part of the OH & S consultative process at Mawsons. The committee has a number of roles and these include:

1. Impartially review, investigate and suggest improvements to Mawsons OH & S Management System in accordance with Mawsons Senior OH & S Committee development process and consultation flowchart.
2. Assist to create and maintain an active interest in health, safety and wellbeing in Mawsons.
3. Ensure all new and current OH & S procedures and SOP's are correctly drafted and reviewed regularly.
4. Discuss all identified hazardous practices/processes/plant and to design and recommend improved risk control measures.
5. Promote and maintain within Mawsons a positive safety culture.
6. Impartially review and investigate follow up actions included in Mawsons incident/accident reports.
7. Make recommendations to Mawson Executive regarding health, safety and wellbeing matters.
8. Ensure that Mawsons employees are consulted in relation to matters that impact on OH & S.
9. Determine the winner of the quarterly and annual safety award.

The current membership of Mawsons Senior OH & S Committee has been increased as a result of the recent restructure of the Designated Work Groups and as of June the membership will consist of:

- 2 x Concrete Health and Safety Representatives.
 - 1 x Quarry Health and Safety Representative.
 - 1 x Other Health and Safety Representative.
 - 1 x Mawsons Executive member (appointed).
 - 1 x Concrete Management Representative (appointed).
 - 1 x Quarry Management Representative (appointed).
- Mawsons OH & S Manager.

The role of Committee Secretary falls to the OH & S Manager who is appointed as a non-voting member of the committee. The Chairperson of the committee is also a non-voting position unless a casting vote is required. The committee currently consists of Kelvin Burt (Quarry HSR and Chair), Dale Evans (Concrete HSR), Travis Price (Concrete Management), Craig James (Executive Rep) and Jason Hensley (Other HSR).

If you have any questions about the committee, or wish to raise any OH & S issues that are concerning you, please contact any of the current members and they will be happy to assist.

CASTROL QUARTERLY SAFETY AWARD NOMINATIONS

Nomination 1

John Harry, Broken Hill Concrete – June 2012

Nominated by Ramon Steel, Concrete Operations Manager

For implementing a device called Care Alert to provide a means of communication for night shift drivers working alone.

The driver carries a small pendant around their neck or wrist. If the person wearing the pendant is involved in an accident or becomes trapped in a situation where they can't get to a phone, they can press a button on the pendant and it will transmit to a base station located in the office that is connected to a phone line.

The base station then automatically calls pre-entered numbers and alerts the selected people that the person wearing the pendant is in trouble. A choice of 5 numbers can be entered into the base station. Emergency services have given approval for 000 to be used as the last number if no one answers the first 4 numbers dialed.

The pendant is waterproof and in the work environment at Broken Hill Concrete should have a range of about 180 metres from the pendant to the base station.

Nomination 2

Ross Salter September 2012

Nominated by David Windram, Bendigo Concrete Plant Manager

For raising OHS concerns regarding the ground surface in the vicinity of the new silo. The bulk cement drivers are walking around the back of truck and hooking up hoses on uneven ground which puts them at risk of injury due to slips and trips. Bendigo has now modified the area to reduce these risks.

Nomination 3

Ian Morrison December 2012

Nominated by Lee Yorwarth, Plant Manager, Fosterville

When installing the recycled water system at Fosterville, Ian constructed a frame and winch to support the submersible pumps. This allows for the safe and convenient removal of the pumps from the sump and the tank without risk of injury.



Nomination 4

Steve Hicks, Bulk Cement Transport

Nominated by Ross Salter, Manager, Bulk Cement Transport

Steve raised the issue of problems with safety for all our bulk tanker drivers unloading at our Bendigo plant. Drivers had to climb over large concrete blocks to access discharge hoses. The ground around the unloading point was uneven with loose stones and a gravel base, increasing the chances of a slip trip or fall.

After the issue was raised with management a completely new concrete ramp and guarded area to isolate tanker drivers from other moving traffic has been constructed.



Winner – Steve Hicks – Congratulations!!

Steve has won a meal voucher to the value of \$250- at a venue of his choice along with a certificate noting his achievement. Thankyou to all those that took the time to nominate.

VIETNAM VETERANS COMMEMORATIVE WALK

On Saturday 9th March 2013 the opening of stage 2 of the Vietnam Veterans Commemorative Walk took place in Seymour. The digiglass wall depicts a photographic history of the Vietnam War along with all of the names of approximately 61,000 Australian personnel who served during the fourteen years of the conflict. Names of servicemen and women are etched along the length of the 160 metre memorial wall.

path set in native trees and grasses that resemble rubber trees and rice paddies. These two plants are synonymous with Vietnam. Contemplation areas are incorporated into the Walk as a place for people to sit and reflect on the sacrifices of those that went before us serving our country.

Mawsons have been honoured to play their part and have donated concrete for the wall construction.

The wall is incorporated in the Vietnam Veterans Commemorative Walk which incorporates a red earth



MAWSONS SPONSOR BARROOK SPORTING FIELD & GAME SHOOT

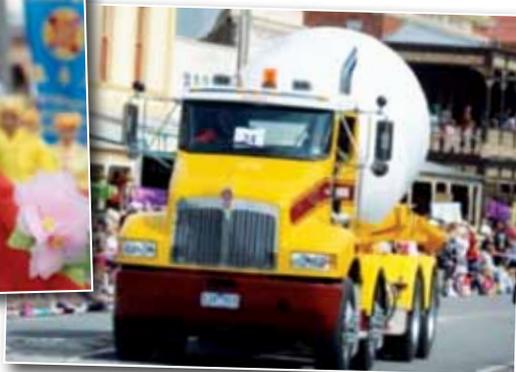
Sixty seven shooters competed for prizes and trophies on offer at the Barrook 75 Target Graded handicap event held over the Labour Day weekend in Barham.

Pleasant weather and ideal conditions made for a great event. Mawsons were part sponsors along with Farnor Manufacturing and Central Murray builders.

Pictured is Shane Storm the High Gun Winner being presented with Mawsons Centenary Book, a part of his trophy, by Brian Hutson, Barrook President.



EASTER PARADE IN BEECHWORTH



The Easter parade in Beechworth is a fantastic attraction which brings many thousands of visitors into the region. This year the visitors and locals enjoyed beautiful weather while they witnessed the parade. Features included representatives from the early Chinese settlement in the "golden" years to the more modern society of today. Mawsons took the opportunity to showcase one of our newer trucks and to create greater awareness of the Mawson brand in the community. Many favourable comments were received and our presence in the parade was greatly appreciated.

Pictured are some shots from the parade.

STORK TALK.....

It's a Boy!

Travis and Sheena Waters are proud to announce the safe arrival of **Nash Anthony Waters**. Nash was born on 13th February weighing 8lb 10 oz. Congratulations.