

## Forest Engineering Notebook

By SAMEER PRASAD



Dense tropical forest in Malaysia

Georgia Pacific is a conglomerate of numerous forestry companies in the North West of the United States. The Georgia Pacific industries are not only located in the United States but are present in some South East Asian countries. This summer I had the opportunity to visit one of their base camps located in the underdeveloped island of Kalimantan, better known as Borneo.

Balik Papan, an important city in the island, provides a main link with the rest of Indonesia. From Balik Papan one has to board a private plane and fly roughly in a North East direction for an hour and a half to reach the base camp at Batu Ampar.

This camp is in the heart of the jungle. One can say that this area is one of the few wildlife havens left: large cats, crocodiles, orangtangs, deer, and many other exotic animals roam freely. The only forms of communications with the rest of the world are via river, plane, and wireless.

The purpose of this camp is to cut trees and send the bolts down river to the veneer mill at Samerinda, the capital of the Island of Kalimantan. This camp is the sole supplier of wood to the mill and thus is under pressure to keep a constant supply.

Wood is extracted from two different locations each about forty kilometres from the base camp. Plans are made five years ahead and every year a certain area is carved out following the topography. An average of 350 hectares of virgin forest are needed to give a one month's supply, about 26,000 cubic metres. Under government regulations, only trees of a diameter of 60 cm. or greater are cut. The rest is for posterity and to maintain the ecological balance. Following the five year plan, 180 forest workers mark the trees to be cut. The felling is left to local contractors, who cut the marked trees. In a day, a pair of men are able to cut an average of 33 trees. Previously the company employed their own fellers, however, their rate of cutting was very low. Once the

tree is felled, it is cut into bolts and each bolt is marked.

The position of the bolts are made known to the skidder operator. The skidder bulldozes its way to the bolts while simultaneously creating a small feeder road. An assistant with the skidder operator puts the wire rope to a bolt and the winch system pulls it towards the skidder. The skidder then drives up to the main road and deposits the bolt alongside the road.

One of the three 60NW Loaders, (for those unfamiliar it is something like a crane) are there to load the bolts on

to the trucks. Loading is done quickly and effectively. The 849 Kinworth Logging Trucks carry usually 8 to 9 bolts per load, and shuttle up and down from the extracting area to the landing zone of the watercraft. It takes about one hour and forty minutes to travel the 40 kilometre stretch.

The bolts are unloaded at the landing site and are debarked manually by crowbars. After that, they are picked up by a loader and thrown into the water. The logs are neatly laid side by side and carried off to Samerinda by a watercraft.

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## PSSA hold social

By SARAH ABRAHAM  
Brunswickan Staff  
The Political Science Students Association (P.S.S.A.) held an informal social Wednesday in the political science lounge located on the fourth floor of Tilley.

The social provided an opportunity for students of political science to meet with each other and the professors of the department. Mary Abraham, president of the P.S.S.A. said she was extreme-

ly pleased with the large turnout of approximately forty students and professors stating the event was a "huge success." She thanks all those who contributed wine and refreshments for the get together.

All those who expressed an interest in the 1983 P.S.S.A. trip to Cuba are urged to attend the next P.S.S.A. meeting for further details. The time of this meeting will be advertised in the Brunswickan.

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