



HOTLINE

PRINCETON PLASMA PHYSICS LABORATORY

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ERC ELECTION RESULTS

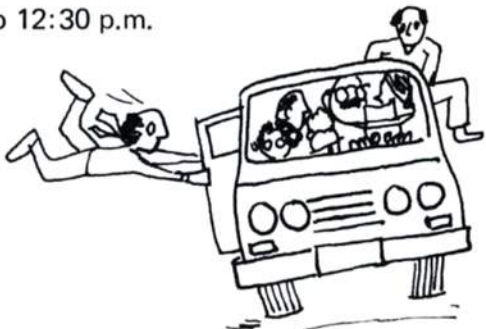
The following individuals were elected to the Employee Representatives Committee (ERC) after voting held September 22:

ADMINISTRATIVE:	Pam Csira Johnson	ext. 2205
	Doug Steacy	ext. 3539
	Alternate: Marjorie Barnett	ext. 2694
ENGINEERING & SCIENTIFIC STAFF:	Larry Michaels	ext. 2323
	Tom O'Connor	ext. 3142
	Julie Rossmassler	ext. 2432
	Charles Staloff	ext. 2667
	Alternate: Don Hay	ext. 2307
	Alternate: Judy Malsbury	ext. 2415
LAB & SHOP/ MAINTENANCE/DRAFTING:	John Anastasio	ext. 3179
	John Byaesko	ext. 3068
	Tom Hurley	ext. 3107
	Leon Jackson	ext. 3068
	Mary Ann McBride	ext. 2528
	Steve Ragolia	ext. 3098
	Roland Snead	ext. 3178
	Alternate: Nelson Rainier	ext. 3067
	Alternate: Janet Felt	ext. 2558
OFFICE/SECRETARIAL/ CLERICAL:	Chris Ritter	ext. 2660
	Eleanor Schmitt	ext. 2046
	Alternate: Suzen Bayer	ext. 2751
RESEARCH:	Kingston Owens	ext. 3181
	Greg Schmitt	ext. 3167
	Alternate: Charles Karney	ext. 2607
SENIOR LAB & SHOP:	Mike Capone	ext. 2316
	Don Muschal	ext. 3176
	Alternate: Mel Gensamer	ext. 2502

Four hundred and ninety employees cast ballots in the election, comprising 41 percent of the laboratory's eligible voters.

Van Pooling Meeting

A meeting on van pooling will be held October 23 in the M.B. Gottlieb auditorium from 11:30 a.m. to 12:30 p.m.



The van pooling project is a joint effort by employees from PPL and the Forrestal Center companies to make group transportation available. Van pools are being coordinated, and will be operational in the very near future.

All pertinent information, including ridership and costs, will be discussed at the meeting. Anyone interested in van pooling and/or car pooling is urged to attend.

TFTR Tours—A Reminder

PPL employees interested in seeing the nuts and bolts of TFTR can visit the construction site on the Wednesday afternoon tour program. Tours leave at 3:15 p.m. each Wednesday from the LOB lobby, where hardhats are issued. Since the TFTR site is a construction area, hardhats must be worn at all times. Tour members should not wear sandals, open-toed shoes or high heels, and are expected to stay with the group.

Tours are limited to *PPL personnel only*, with a maximum of 15 employees per tour. Reservations are required; no more than three people from the same department should sign up for a single tour.

To reserve a space on the Wednesday tour schedule, call Suzen Bayer, Information Services Department, ext. 2751.

The PPL Hotline is issued by the Princeton University Plasma Physics Laboratory, a research facility supported by the U. S. Department of Energy. Correspondence should be directed to PPL Information Services, Module 2, C-Site, James Forrestal Campus, ext. 2754.

Publication Schedule

Although the HOTLINE is currently being published twice a month, many employees have requested a more concrete publication schedule. In answer to that request, the HOTLINE will now be published during the first and third week of every month. Since the publication schedule is governed by the amount of publishable material available, however, the schedule may change without notice.

The HOTLINE staff would like to remind readers that suggestions for articles or PPL PEOPLE features are always welcome. Information for any issue should be received two weeks in advance of publication. For further information, contact the HOTLINE at ext. 2754.



Robert Goodwin of the Princeton University Security Department has been made an Administrative Assistant in that department. Goodwin, who is in charge of the uniform security division at Forrestal Campus, has been with the University for nine and a half years.

Benefits Information

If you are a monthly-paid employee, you may make voluntary contributions to your existing TIAA-CREF contracts by salary deduction or reduction, or you can open up a Supplementary Retirement Annuity (SRA) contract.

If you are a bi-weekly employee, you cannot contribute to the bi-weekly pension plan. You may, however, open your own TIAA-CREF contracts.

If you make contributions to TIAA-CREF by salary *deduction*, you are paying tax on the money as it is being contributed. There is no limit on the amount you can contribute through salary deduction. If you make contributions to TIAA-CREF through salary *reduction*, you are deferring the federal income taxation of that contribution until you take the money out at retirement when, presumably, you will be in a lower income tax bracket. There are limits on the amount you may contribute through salary reduction; upon request, the Office of Personnel Services will calculate an employee's maximum allowable reduction.

If you make contributions to TIAA-CREF through an SRA, the money can be withdrawn at any time and, if you wish, in a lump sum. Contributions made to TIAA-CREF through the regular annuity remain in the contract until you retire and can only be received as an annuity in equal monthly payments.

Questions about TIAA-CREF or setting up retirement annuities should be referred to Roberta Gernhart at ext. 7-2-3315.

Schedule Change

On November 2, there will be a major change in PPL's janitorial cleaning routine. This change is the result of a recommendation by an outside consultant, made to improve the efficiency of the laboratory's janitorial program and to conserve energy.

The entire janitorial workforce will be on 100% day-shift, with the majority working from 6 a.m.

to 2:30 p.m. and the balance on duty from 11 a.m. to 7:30 p.m. This split shift is necessary due to "noisy" or heavy duty cleaning, which can only be accomplished during the off-hours.

In order to make this transition as smooth as possible and with the least inconvenience to all, employee patience and cooperation are required. Problems or questions should be directed to Maintenance Control Center at ext. 3092.



Golden Retriever puppies, AKC registered, champion bloodlines, reasonably priced. Great with children, makes ideal family pet. Contact Alan Upperco, ext. 3404.

Thank You

The Laboratory wishes to thank the 80 hardy souls who donated blood during the Bloodmobile's recent visit to the campus.

Staff Day

Staff Day for all bi-weekly employees will be held November 7. Anyone who has not received an application for the event should contact Meg Gilbert in Personnel, ext. 2036.

Emergency Services Notes

The PPL Emergency Services Unit responded to a total of 49 calls during fiscal year 1981. According to statistics compiled by Fire Chief Jack Anderson, 36 first aid calls were answered, along with nine fire calls, three fuel spills and one chemical spill.

Chemical Cautions

Health and safety information on chemicals obtained through PPL stockrooms will now be distributed through Material Safety Data Sheets (MSDS), now available at both the B and C Site stockrooms.

The system has been developed to more fully inform lab employees of the conditions under which a relatively harmless substance may become hazardous. For example, the solvent Inhibisol is commonly used throughout the laboratory with little health hazard. When exposed to high temperatures or ultraviolet light from arc welding, however, it emits phosgene and hydrogen chloride gases—both very toxic and corrosive.

MSDS's contain information on fire and explosive hazards, reactivity, health hazards, spill-leak and disposal procedures, and special protection or precautions necessary. The sheets should be requested from the stockroom staff, and further information is available from Ken Semel of Health and Safety, ext. 2531.

Singles Social

The Princeton University League's monthly singles wine and cheese social will be held November 12 at 5 p.m. in the Fine Tower faculty room. All single members of the University faculty and staff are invited to attend.

Golf League Season Ends



Princeton University Golf League former treasurer John Tarnecki and former president Nan Jones (left) hand the reins of the league over to new president Dick Shamon and new secretary Bill Ernst (right). Not pictured are former secretary Frank Bennett and new treasurer Bud Bosley.

The Princeton University Golf League held its fall tournament and annual banquet on September 21 at the Forsgate Country Club. Forty-two major prizes were awarded by league president Nan Jones, who also awarded several door prizes.

The season section winners included Bob Bonser and John Tarnecki, Section A; Al Casini and Roy

Crosby, Section B; Gene Evans and John Tiscione, Section C; and Hank Bornkamp and Roger Gould, Section D. Roland Snead took the low gross award for the season with a 34, and Hank Dymowski's net 26 won him low net honors.

The Championship flight winners in the seeded playoffs were Bob Kern and Walt Maciolek. Flight winners included Jim Kopliner and Jerry Witsil, second flight; Bud Bosley and Al Terry, third flight; Homer Hill and Harold Johnson, fourth flight; and Marty Perron and Dick Kopliner, fifth flight.

The 94 members and guests of the league required three hours of tee-off time to begin this final event of their season. During its business meeting, the league decided to move 1982 regular season play to Princeton Meadows Country Club.

New officers were also introduced at the league meeting. Dick Shamon was elected league president, with Bill Ernst as secretary and Bud Bosley as treasurer.

Those who wish to be notified at the beginning of play next season should call Dick Shamon at ext. 3030.

ppl people

PPL PEOPLE: SAILING

Many old film epics end with the hero sailing off into the sunset, and it may have been that image that captured the imaginations of four laboratory

employees. For while one races sailboats and two own their own craft, all four go down to the sea in a variety of boats for an afternoon's relaxation.



Don McBride

Don became interested in boating when he was 14 years old. He owned four power boats before abandoning boating completely. His interest was reactivated in 1972, when his wife introduced him to sailing. Since then, Don maintains that "I've never been back in a power boat unless I have to be."

Don feels a sailboat sailor has to be "a sort of masochist. He has to tolerate being sick, cold, wet, tired, and spending a lot of money while going nowhere slowly!" But he admits to "a peacefulness" on the water, the "challenge of using silent power. It's a nice way to travel."

Don now races JET 14's (a one-design, dingy-sized boat). As a racer, he believes that "you have to be constantly on the alert. These boats are strictly for racing, with a lot of 'go-fast stuff' installed on them. But they're all basically equal; that gives you the challenge of the skipper's edge, rather than the boat's edge. You're always looking for the right tactic to use; you have to take advantage of everything you're given. You're not out there to watch the scenery!"

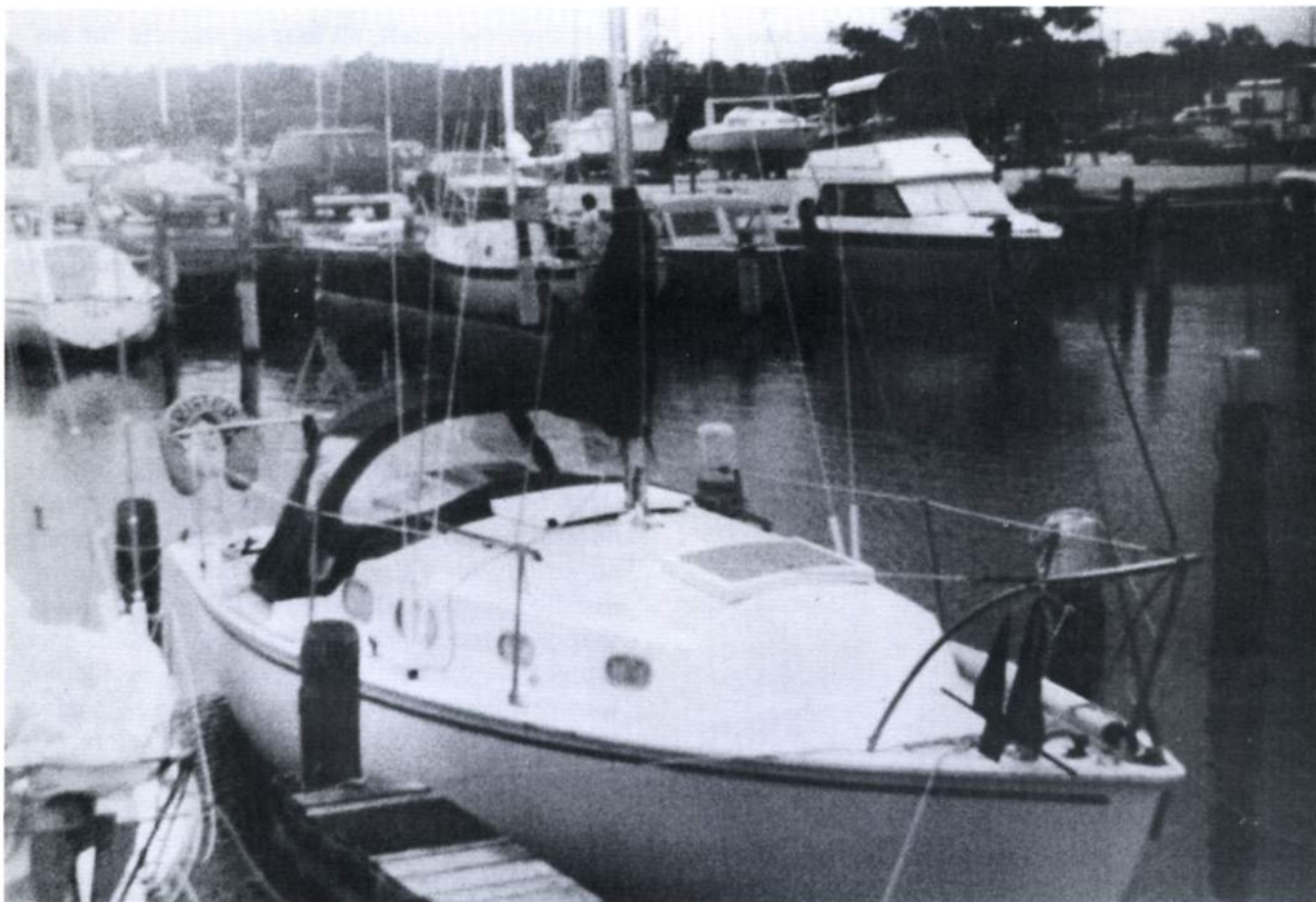
Don races with the Hunterdon Sailing Club, operating out of Spruce Run. "The group is very competitive," he laughs. "Some of them seem to think they're getting ready for the Olympics!" He's raced in regattas held in rain, with no wind, and in other non-optimum sailing conditions. "You can't pick and choose the day you want to compete," he explains philosophically. "You just take what you get and compete in it."

Competing isn't as easy as it looks. "You either have to learn at school," Don contends, "or in the school of hard knocks like I have — and I'm still learning! But when you're racing, you're thinking about nothing else but racing. If you're mind's elsewhere, you're dead. You have to be totally involved in what you're doing."

Don also charters larger boats for cruising. One of his cruises recently involved members of the PPL energy systems branch, who boarded a 32-foot and a 34-foot boat Don had chartered for an outing on Chesapeake Bay. The boats, which were accompanied by yachts from the Hunterdon

Sailing Club, made stops at Annapolis and St. Michaels, Maryland. Baltimore's inner harbor was the most interesting "port of call".

The racing instinct is now so strong, though, that Don finds "even when I'm cruising, I'm trying to make the boat go faster!"



Al von Halle

As a youngster, Al worked in a boatyard and was "always around boats. I figured I'd eventually own my own boat, because it seemed the thing to do then."

Instead of buying a power boat, however, Al opted for a sailboat. "I guess I was looking for something more like pure boating," he recalled, "working to convert nature to motion." That

allure attracted him, even though he admits no interest in water sports, the beach, sun or the outdoors!

Al spent his first year as a boatowner learning to sail on Long Island Sound, then worked as a crew member of a thistle (a small, one-design racing sailboat) on Lake Ontario the following year. He eventually crewed on a 32-foot ship and

skipped a thistle, spending three years racing sailboats.



"As I got more involved with sailing," he explained, "I started doing some long distance sailing." One of his trips in his 19-foot boat took him around the perimeter of Lake Ontario for about 12 days. "I went across the lake to Kingston, then around the

lake to Buffalo and back, all on my own. It was about 200 miles of sailing, and I really enjoyed the cruise!" Al has since bought a 26-foot fiberglass sailboat, which he feels is "a step up, so I can do some long-term cruising."

Admitting that taking care of a boat does involve a large time — and money — commitment, Al observed that "sailing is relaxing therapy. You're focusing a lot of your energy onto one area and seeing an improvement. I enjoy a lot of the maintenance work I do on the boat; it's something you can take pride in."

Al's desire for improvement also extends to his sailing skills, acquired through a combination of Power Squadron classes and experience. "You're always trimming for optimum — attempting to get the boat to go a bit faster, or as fast as it possibly can. You try to make the most efficient use of the wind; that's the nature of sailing, the extra added attraction over motorboats — being constantly conscious of the wind. When you talk to a motorboat skipper, their point of reference is always land or a point on a compass. With a sailboat skipper, it's always the wind."

Buzz Jobses

Buzz was attracted to sailing over motorboats because motored craft "are no different than driving a car. Sailing uses a different set of skills, and brings you closer to nature. It's not a fast sport, but it is fun to do. There's a romance to the sea, and often it's very peaceful out there."

That peace can be shattered by a sudden wind or storm, however. Buzz explained that "you'll usually have a storm to cope with if you're out for a week. And you have to know what you're doing, since you can usually run on land faster than you can sail!"

Sailing, in Buzz's estimation, "requires skill. You are always facing up to a new challenge; I've never been out when it hasn't been challenging. You have to be absolutely alert to unseen problems, and there's always the danger of running aground."

He ruefully recalled chartering a 30-foot boat for a week in the Chesapeake Bay waters. Those waters were shallow, and required sailing up a channel — with shoals "not always where they were supposed to be!" according to the map.



Buzz has been sailing for over 30 years, and at one time owned a 50 year old, 30-foot wooden sailboat. Despite the work involved in sailing, he finds he'll make time to indulge himself. "You can be completely occupied with something going on at work," he continued, "but sailing takes your mind off the job right away. A lot of work goes into maintaining the boat, and the bigger the boat the more work is involved. But sailing is still a real pleasure!"

Ken Le Bon

Ken has always been interested in boats, but his real involvement with the sea began 10 years ago. He started renting a Barnegat 17 at Toms River, and found he enjoyed his time on the ocean sufficiently to purchase his own craft.

His choice (a 24-foot raised deck wooden sloop) proved his commitment to sailing. "There's a little more time and money involved in fixing up a wooden boat," he explained, "but for me, there's something better, richer, something warmer about a wooden ship. And they have a lot of history behind them; there are 75-year-old wooden boats still sailing today."

Ken suggests, however, that neophytes on the bounding main take a Coast Guard or Power Squadron course in safe boating first. "It's important to learn the 'rules of the road' first, both for yourself and for other boaters," he emphasizes. "Then practice; that's what it takes. There are a lot of people out there on the water with you, and

you have to know what you're doing all the time."

For example: on the ocean, according to Ken, the climate can change drastically in five to ten minutes. "You can go from light breezes to winds of 25 to 30 knots in a matter of moments," he said, "and the winds in a thunderstorm can be truly violent. You can be knocked over in seconds. You have to gain experience slowly and build up to sailing on the ocean."

Although he's since sold his boat, the LeBon family still has a Sunfish sailboat and a canoe. But the bug hasn't let Ken go: "I'd really like to get back into sailing with my own boat. There's something about working on your own boat that's attractive, at least to me. It takes a lot of cleaning and maintenance, but once you get out on the water in it, that special feeling is always there. I guess it's the romance of the early days of sailing that gets some people out onto the water, but it's a long-term, full-time commitment to stay with it."

