



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

May/June 2008

## 2008 SC Teachers Tour Opening Eyes and Minds to Sustainable Forestry

Thirty-six teachers from around the Palmetto state gathered in Clinton on Tuesday June 24<sup>th</sup> to continue the 2008 SC Teachers Tour for four days of Sustainable Forestry Education and seeing first hand what the forest products industry is all about.

This diverse group was enthusiastic and ready to learn. They came away with a deeper sense of appreciation, more facts and knowledge, and vastly improved attitudes about sustainable forestry, our timber harvesting and forestry professionals, forest products, forestry practices and how our industry conducts its business as stewards of our state's forest resources.

For three days prior to the actual field tours, the teachers were in Columbia at the Harbison Environmental Education Center to learn the basics of forestry, such as how to measure trees.

They also heard speakers including SC State Forester Gene Kodama, SC Forestry Commission's Darryl Jones, Chief of Forest Protection and Guy Sabin, Chief of the Best Management Practices Program.

They learned how our industry is a vital part of our state's economy, learned about Endangered Species and pre-

scribed fire used in forest management and they participated in Project Learning Tree activities in order to prep them on what they would see the following week.

The tour again proved to be a great success. The teachers traveled via motor coach to various sites to learn and see first hand the facts about sustainable forestry, the forest products industry, the Sustainable Forestry Initiative®, private and commercial land management goals, professional timber harvesting, forest products, tree farming, wildlife and wildlife habitat management, paper and lumber manufacturing, engineered wood products manufacturing, environmental conservation, while simply enjoying fellowship along the road of learning. These teachers turned students now realize and understand how important our industry is to the Palmetto state.

Every two years the tour moves to a different region of the state. This year the tour traveled the Piedmont. South Carolina's historical and forestry rich Piedmont offered a variety of on-site tours showcasing many aspects of our forest products industry. Presented in an open forum setting, accurate and scientific information about sustainable forestry was given, unlike the misinformation presented by those whose agenda is anti-forestry.

SCTPA is a proud SC Teachers Tour sponsor and participant. Thanks to all the co-

operators who provided sites for the



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tour. Ideal Logging, Inc., AbitibiBowater, Inc., Georgia Pacific, Norbord of South Carolina, Inc., Big Pine Hunt Club, Mike Meetze Tree Farm, U.S. Forest Service Sumter National Forest, Anderson Flooring Company, Plum Creek Timber Company, Johnny Wilson's Tree Farm and Harris Springs Sportsman Preserve.

Thanks to all the wonderful tour sponsors such as the SC Forestry Association and a host of forest products companies that made this event such a meaningful experience.

Thanks to Jerry Shrum for organizing and running the tour. Special thanks to Dean Carson, retired SC Forestry Commissioner for volunteering again to be with the tour.

Crad Jaynes, SCTPA President, Jerry and Dean spent the week with the teachers visiting stops, answering questions and helping the teachers understand the real sustainable forestry story.

Tuesday's opening session began with SC Forestry Commission's Environmental Education Coordinator, Jerry Shrum, introducing the program and outlining the week's agenda.

Next Crad Jaynes spoke about timber harvesting and how the industry has now changed to having professionals who are "business people" and not just "damn ole loggers." He then offered an apology sent from Joe Young of Low Country Forest Products, Inc. in Georgetown. Joe was scheduled to open the session, but due to his receiving the Council of Forest Engineers (COFE) Operator of the Year award in Charleston at COFE's annual meeting, he could not be present. Crad then talked about how the industry has changed using Joe and his 52 years experience in the logging industry as an example.

Crad asked the teachers to honestly relate their perception of a logger and our industry. Of course the opinions varied. Such terms as "uneducated," "dirty job," "unregulated," "unprofessional" and "hard working" were used. But no one said that loggers don't care. Now that was a little unusual.

He followed up by talking about education and how loggers now participate in on-going training due to the Sustainable Forestry Initiative® in order to further the practice of sustainable forestry. He mentioned younger loggers now have college degrees. He spoke of how the logging industry is made up of third and fourth generation family businesses; and how our nation's natural resource providers such as loggers, farmers and ranchers are dwindling in numbers.

Crad stated, "Loggers today are truly stewards of our renewable and sustainable forests. Sure, every profession has its bad actors and logging is no exception. But by and large the industry today is truly a profession to be proud of. We are doing the right things on the ground to sustain our healthy forests while providing the raw materials to produce over 5,000 products used daily to enhance our quality of life. The industry is trying to better police itself and improve its image."

He spoke about how the industry has changed; he noted the improvements in harvesting equipment technologies and harvesting practices such as compliance with our state's Best Management Practices for timber harvesting.

He addressed how loggers today are being squeezed in the wood supply chain because of global competition and rising costs, and the effects of circumstances over which loggers have no control, yet have direct effects on them. However, he

emphasized that today's professional logger is operating in a responsible manner on the ground to sustain healthy forests in South Carolina.

Crad thanked the teachers for the jobs they do to educate our children and young adults. He told them that this week of active learning and seeing our industry up close and personal is not an effort to brainwash them, but to provide the facts and science about sustainable forestry in order for them to form an educated opinion about our industry.

Crad spoke of how perception is reality to many people. Often times what you see is not the case. The public sees land being harvested for timber and then cleared for development; therefore, the perception is that loggers are cutting all the trees.

He related what is happening in his town of Lexington due to commercial and urban sprawl. What were once stands of timber are now becoming shopping centers and housing developments. Years ago our society was a rural based society. Now society is urban based and people today have lost touch with the land.

Loggers do perform services to harvest timber on properties where the land use is changing. The land is going from a sustainable, forested site to a non-sustainable site for development. The land use is changing. That's development. The logger is just performing a contract service. It's not the logger's fault.

It's just the opposite. The majority of times professional loggers work on sustainable sites. He related that he knows loggers who are harvesting on the same tract for the third or fourth time. So perception is not reality unless you know all the facts.

He went on to relate how knowledge, even teacher knowledge about sustainable forestry, timber harvesting and the forest products industry is often swayed in the wrong direction due to the misinformation distributed by environmental obstructionists. He explained that he calls them "environmental obstructionists" because their agenda is not telling the truth about the real story of sustainable forestry. He said, "Professional loggers are environmentalists. Why wouldn't loggers be? Loggers want to sustain healthy forests because that's where loggers work. Loggers have a vested interest in our healthy forest resources, sustainable forestry just like foresters and the forest products companies do."

He told another story about taking every chance to educate someone about our industry. He related the time he was standing in a long check out line at Wal-Mart while wearing his SCTPA shirt. He noticed the lady behind him had a cart filled with paper products, on sale of course, peering curiously at the shirt's logo. Perhaps this is an education opportunity not to be passed up.

He asked the lady if he could help her. She wanted to know what SCTPA was. He explained and noticed a frowned face

*"My perceptions have  
done an absolutely  
180 turn-around."*

Gail Hall  
Wando High School

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## GVW FLY-IN DRAWS 31 TO WASHINGTON

The May 13 – 14 Fly-In to Washington, DC, scheduled by Americans for Safe and Efficient Trucking (ASET), brought 31 citizen-lobbyists to the nation's capital, including 14 Forest Resources Association members representing the Agricultural Transportation Efficiency Coalition, AgTEC, (<http://www.ag-haul.org/>) to advocate including provisions for a broadly structured Gross Vehicle Weight pilot project in the 2009 Highway bill.

The proposal is to implement 97,000-pound GVW limits on federal highways in trucking corridors in Minnesota, Wisconsin, Maine, South Carolina and Georgia for six-axle trucks of conventional lengths.

Participants reported positive reactions among members of Congress and their staff from both parties during contacts. Rising diesel prices and the acknowledged need for transportation infrastructure improvement have increasingly led policymakers to view proposals to use the infrastructure more efficiently as being in the national interest.

The legislator who will be key to moving the proposal forward remains Rep. Jim Oberstar (D-Minnesota), the Chair of the House Transportation Committee. Rep. Oberstar has his own concept of a "pilot project," encompassing limited routes in two states, limited cargo, strict conditions and a complicated fee structure. He expressed to the delegation of seven ASET members that met with him his desire to keep the project small. Although the delegation drew his staff's attention to several studies demonstrating that the ASET/AgTEC proposal, far from aggravating risks to public safety and infrastructure, would reduce them, this meeting did not change his mind, although he welcomed continuing contacts - and continue they will!

News of the Fly-In circulated in policy circles ahead of time, and consumer advocate Public Citizen organized a small press conference in the Capitol at noon on May 14<sup>th</sup> to denounce the campaign, headlined by an organization calling itself the Truck Safety Coalition (<http://www.trucksafety.org/>).

Public Citizen President Joan Claybrook moderated the conference, introducing polling data purporting to show that an informed citizenry is dead-set against any increase in the size and weight of trucks. She referred to studies claiming to demonstrate that truck weight is the determining factor in a deterioration of both safety and infrastructure wear. She also disputed that increased truck weights would decrease either the number of trucks on the road or their emissions and introduced three individuals whose children had been killed in collisions in which heavy trucks had been at fault. She compared the 5,000 truck-related fatalities per year to "a plane crash a week" – without bothering to note broader accident and fatality trend lines – chose the deft term "demolition derby" to characterize the proposed pilot project.

Claybrook's recommendation? "If shippers want more efficient shipping, they should use our nation's rail system, which is far safer, less costly to public highways and bridges and uses less fuel to ship freight."

Shippers' response to this shopworn giveaway has long been "if only!" and its inadequacy with respect to farm and logging sectors scarcely merits mention. (Although Public Citizen says it no longer receives funds from railroad interests, other purported "grassroots" citizens' safety groups certainly do, and the genealogy of this artless recommendation should be noted.)

AgTEC's main points with supporting documentation are on display at [www.ag-haul.org/faq.html](http://www.ag-haul.org/faq.html).

*Reprinted from Forest Resources Association newsletter.*

## SC ATTENDS FLY-IN

SCTPA President Crad Jaynes and Smurfit Stone Container's Bernie Deason, Forest Resources Logistics Manager and Chairman of the SC Forestry Association's Transportation Committee, attended the Fly-In representing South Carolina's timber harvesting and unmanufactured forest products trucking and forest products industries.

The meetings were productive. Bernie and Crad were in the group along with Jeanne Connelly, AbitibiBowater, Wayne Johnson, American Gypsum, Bob Morrow, U.S. Silica and Robert Pugh, Georgia Pacific. All these companies have an interest in increasing the GVW on our interstates to 97,000 pounds with a sixth axle.

Over the two days, this group not only visited SC's two Senators' offices and met with four SC House members,

but also met with four Georgia House members. SC Congressmen Joe Wilson and Gresham Barrett were on board for the project. House members John Spratt and Jim Clyburn showed somewhat of a favorable response, but were not totally ready to commit. Staffers from Senator Graham and DeMint's offices offered favorable responses, but would have to run the information by both Senators.

Reasons for promoting the increase to 97,000 pounds with a sixth axle on the trailer on the interstate systems are valid.

- Reduce fuel consumption to reduce our dependence on foreign oil
- Reduce air pollution
- Reduce road congestion

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indicating a negative perception.

So to tie the education to something at hand he simply asked, "Do you know where all those paper products come from?" The lady pondered a moment and replied, "Wal-Mart's warehouse!" For the next few minutes a crash course in sustainable forestry education took place. And the lady's opinion changed once she knew the facts.

Crad spoke about how the logging industry was raising the professional bar. He explained how the American Loggers Council was formed and how that organization represents professional loggers nationally. He talked about the ALC Master Logger Certification© program and how logger certification fits into the certification programs for forest and land management and forest products.

Speaking for the forest products industry and not just loggers, Crad told the teachers that during the week they would see the passion that the people in our industry possess for what they do whether it was growing our forests, harvesting timber, or working at a manufacturing facility. It's that passion to do what is right to sustain our renewable and sustainable forest resources that makes what our industry does an "endeavor of love."

He thanked the teachers for taking the opportunity to learn more about sustainable forestry, professional timber harvesting and the forest products industry so they would be more informed to educate their students with the correct information.

The teachers were presented a folder from SCTPA filled with information about timber harvesting, human interests stories of loggers, facts about logging, association and ALC stickers and an individualized SCTPA Honorary Timber Harvester Member certificate and complimentary SCTPA hand bag.

After the opening concluded, it was on the bus to visit Anderson Flooring Company for a tour of how that company manufactures flooring. Next it was off to Big Pine Hunt Club and Spa for a tour and evening cookout hosted by Lee Murph and Mike Keim.

After a wonderful steak cookout it was back to the motel for follow up discussions and more importantly, a dip in the pool. Each day after the tour, the stops were discussed and questions answered about the day's experience.

Wednesday started early as the tour headed to Mike Meetze's Tree Farm for a tour of a certified tree farm. Then it was off to see Ideal Logging, Inc.'s timber harvesting operation in Fairfield County.

Ideal Logging was thinning a John Hancock Forest Management tract using a whole tree chipping system. Tommy Barnes and wife Janice, son Justin, and Ideal's forester Robert Salley greeted the teachers along with SCTPA board member Danny McKittrick. Due to the road condi-

tions, some teachers got to ride in Danny's hay wagon to the jobsite while others were moved in pickups.

Crad introduced Tommy Barnes and then John Hancock Forest Management's forester Anthony Wood. Anthony provided a forest management overview and their company's goals for the tract and explained how Ideal Logging was thinning to promote increased timber growth. Tommy and Justin Barnes explained the entire harvesting operation and Tommy talked about the challenges faced by loggers now with high fuel and operating costs.

Prior to arriving at the jobsite, a description of Tommy's operations prepared by SCTPA was given to the teachers explaining the whole tree chipping operation and listing the equipment spread with costs so the teachers could see the investments.

The teachers were treated to an up close view of the feller buncher and then watched as felling supervisor Muff Segars harvested rows for skidding corridors and used an operator select approach to thin in between the tree rows. Next the grapple skidder was viewed and then they watched as the skidders moved the timber to the delimbing gate and onto the deck for feeding into the chipper. The teachers received an excellent explanation of the whole tree chipping process and watched as a chip van was loaded for delivery to AbitibiBowater's Catawba mill.

The teachers were amazed at how mechanized the operation was from the felling, skidding and loading. They were also amazed at how the tract was cared for while Ideal harvested the timber.

Tommy talked about how loggers want to do a good job on the ground because it is a professional responsibility to sustain our forests and the environment. Thanks to Tommy and Ideal Logging for an excellent stop.

Next it was off to the AbitibiBowater Catawba mill for lunch and a mill tour. Frazier Baldwin, Mike Windhorn and Bowater's staff greeted the tour with a presentation on the Catawba mill's operations and papermaking processes. The teachers toured the mill and saw first hand how the high quality paper products are made from Ideal Logging's wood chips and the timber delivered from other loggers.

Next it was off to visit the U. S. Forest Service near Newberry where an explanation was provided about how the Forest Service manages the Sumter National Forest. After a full day, it was time to relax. The teachers headed to Johnny Wilson's Tree Farm and lodge for an evening meal prepared by the Enoree Chapter of the Society of American Foresters.

Thursday started early with the first stop at the Georgia Pacific chip-n-saw and plywood complex in Prosperity. Tom Merriman, wood procurement manager, along with GP's staff presented an overview of the two plants' manufacturing processes. A lunch was provided along with a tour of the plywood plant. Then it was off to tour Norbord South Carolina, Inc.'s Oriented Strand Board (OSB) mill in Kinards. This was an opportunity to see how OSB is manufactured from smaller or less merchantable timber into an engineered wood product.

At each mill the teachers observed operators viewing



Tommy Barnes describes Ideal Logging's operations

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computer screens and operating the mills using high tech computer technology. This was an eye-opening visit to view such technology in the manufacturing processes for lumber, paper and OSB.

The next stop was a Plum Creek Timber Company managed tract outside Clinton. Here the teachers learned how Plum Creek manages their forests from planted seedlings to merchantable timber. This provided an opportunity to view how a forest grows in stages from reforestation to harvest.

To finish the day, the tour was treated to a Sponsor's Reception including an evening Low Country Boil at Harris Springs Sportsman Preserve in Waterloo. This was to thank the wonderful folks who contributed to the tour's success. After the meal, Jerry asked the teachers to comment on what they thought about the tour and what they had learned. Each teacher offered grateful remarks thanking everyone for such an awesome experience. Many mentioned they did not have any idea about the forest products industry and sustainable forestry prior to the tour. But now the teachers have new information to incorporate into their class lesson plans to promote the facts about our industry. One overwhelming comment overheard was, "I'm going to tell my family, my friends and others what we learned."

Friday was wrap up day with Dean Carson discussing engineered wood products. He showed various products manufactured with this technology. Crad made closing remarks emphasizing the importance of how each teacher is now a stakeholder in sustainable forestry. It is their responsibility to go forth and preach the gospel of sustainable forestry, professional timber harvesting and the forest products industry.

Every teacher began the tour with individual ideas and perceptions about sustainable forestry, the forest products industry, timber harvesting, land management and reforestation; however, after witnessing the passion displayed by the industry's people about caring for our forests and the jobs each segment does, every teacher had a new found respect for our industry, our mission and its people.

"Opening Eyes and Minds to Sustainable Forestry" is what the teacher's tour is all about.

### ***Quotes from the teachers...***

Gail Hall, Wando High School, Mt. Pleasant ...

*"My perceptions have done an absolutely 180 degree turn-around. From the 'monsters' who earnestly sought to destroy our beautiful forests have emerged a people who treasure it as much as, or even more than, myself. I say 'more' because they possess a passion for their work – and for the preservation of the forests which provide their livelihood. I had not a clue of the depth of care, concern and attention to detail that resonates in the forest industry – on all levels."*

Donna Parler, Orchard Park Elementary, Fort Mill ...

*"I received a new awareness about the forest industry. It has made me so proud to be a South Carolinian and to realize the love of the land and our natural resources that its members have. I no longer have a fear of our forests being clearcut. It's all going to grow back because of the help foresters are doing to enable this."*

## **Member Alert Reminders**

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### ***Strobe Light & UFP Increased GVW Tolerance Laws Reminders***

#### **Strobe Light on Unmanufactured Forest Products (UFP) Projecting Loads**

- Effective May 21<sup>st</sup> an AMBER STROBE LIGHT AND 12-Inch x 12-Inch RED FLAG must be affixed ANY TIME the vehicle is operating, 24 hours a day / 7 days a week, to any UFP load (roundwood) extending 4-feet passed the rear of the trailer. Attachments, extended bumpers, etc. are not included in length of trailer.
- State Transport Police enforcement began **JULY 1, 2008**.
- Strobe light law says an Amber Strobe Light with a multi-directional lens, flashing 60 times per minute, and plainly visible from 500-feet from the rear and both sides.
- Should the amber strobe light become inoperable, a red light must be affixed to the end of the projecting load along with red flag. Red light must be replaced with the legal strobe light as soon as possible to meet strobe light law compliance.
- Per State Transport Police's Captain Rick Shell, officers will determine if the strobe light in use meets the law. Captain Shell recommends, if the selected strobe light is not a multi-directional lens type light, then multiple strobe lights be affixed ... one on the rear and one on each side. Caution... there may be discrepancy between STP officers regarding their interpretation of the law as to an acceptable multi-directional lens type strobe light. Strobe light fine is \$100 or \$232 if not paid by the 28th day.

**Strobe Light Contact:** Tommy Hill, Truck Supply Company of South Carolina, 1-800-922-5403, extension 113, SCTPA Code 113. Truck Supply carries the Grote Strobe Light. Strobe Light # PSLM2A. Bracket Number # 96010. Light and bracket sold separately. **New Strobe Light Price negotiated is ... Strobe light \$49.99 and Bracket \$14.99, excluding shipping and applicable taxes.**

SCTPA is working with Marpac, the manufacturer and distributor of the Foxfire Strobe Light to develop a prototype Foxfire multi-directional lens strobe light. A prototype drawing has been received by SCTPA.

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## **MEMBER ALERT**

### **Win \$1,000!**

### **SCTPA's 2008 New Member Campaign**

**T**he association needs to grow its membership particularly in the timber harvesting sector since that is the primary segment represented, as well as increase membership in other areas such as truckers, wood dealers and businesses associated with timber harvesting.

The board of directors has agreed to award \$1,000 in a drawing to be conducted at the 2009 Annual Meeting, by the way our 10<sup>th</sup> anniversary meeting, to a dues paid current member for bringing in a new member or members during 2008.

Here's how this works.

- When a current paid member gets a non-member to join SCTPA, the current member's name will be entered into a drawing for each new member joining.
- Campaign will end December 31, 2008. Both new and current member must have paid dues as of December 31, 2008.
- Each time a current member brings in a new member, the current member's name must appear on the new member's application. Write the current member's name on the application in the top right hand corner.
- Upon receipt of each new member's application and paid dues, then the current member's name will be entered.  
Example - If Larry Logger is a current, dues paid member and brings five new members with paid dues then Larry Logger's name will be entered five times.
- New member dues must be \$200 minimum to qualify.

- Drawing will be at the 2009 Annual Membership Meeting's Saturday luncheon and association business meeting.

*It's Up To You. Help SCTPA & Possibly Help Yourself!*

### **REMEMBER**

***The World Is Run By Those Who Show Up!***



## ***Timber Talk***

***Your Voice for  
South Carolina  
Timber Harvesting***

**Contact  
Crad Jaynes  
at**

**1-800-371-2240**

***or***

***[bcjpaw@alltel.net](mailto:bcjpaw@alltel.net)***

Active Member Name

Date: \_\_\_\_\_

## SC TIMBER PRODUCERS ASSOCIATION

*Dedicated Service To SC's Professional Timber Harvesters*

P.O. Box 811 • Lexington SC • 29071

1-800-371-2240 • 803-957-9919 • Fax 803-957-8990 • [bcjpaw@alltel.net](mailto:bcjpaw@alltel.net)

### New Active Member

PLEASE COMPLETE & RETURN

MEMBER NAME: \_\_\_\_\_

(Business OR Individual)

CONTACT PERSON NAME: \_\_\_\_\_

(If Business Name Above)

MAILING ADDRESS: \_\_\_\_\_

CITY STATE ZIP

CONTACT #'S: OFFICE: \_\_\_\_\_ HOME: \_\_\_\_\_

MOBILE: \_\_\_\_\_ FAX: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

CHECK PRIMARY OPERATION: \_\_\_\_\_ LOGGING \_\_\_\_\_ CHIPPING \_\_\_\_\_ THINNING  
(CHECK ONE AS PRIMARY BUSINESS)

\_\_\_\_ TRUCKING - "FROM HARVESTING SITES." \_\_\_\_\_ TRUCKING - "FROM MILLS & OTHER SITES."

\_\_\_\_ WOOD DEALER \_\_\_\_\_ MANUFACTURING (DESCRIBE) \_\_\_\_\_.

\_\_\_\_ OTHER BUSINESS (DESCRIBE) \_\_\_\_\_.

(BUSINESS OR INDIVIDUAL)

### New Member Investment

Loggers @ \$225 Wood Dealers @ \$225
Trucking From Harvesting Sites \$125 First Truck Plus \$25 Each Additional Truck (\$225 Max) General Forest Products Trucking = Mill to Mill or Finished Products @ \$200
Forest Products Manufacturers = Sawmills, Pole Mills, Chip Mills, Treating Mills, etc. @ \$200 Allied Suppliers = Products & Services – Equipment, Tires, Insurance, Fuel, etc. @ \$250 Allied Supporting = National Forest Products Co., Consulting Forestry Firm, TIMO, etc. @ \$250 Individual Foresters, Landowners & Friends @ \$65.

Annual Membership Anniversary Is Date of Initial Investment. Renewal Dues for Loggers & Dealers Production Based.  
Renewal Dues for Trucking From Harvesting Sites to Mills Based on Number of Trucks. All Others Flat Annual Renewal Dues.

Investment Payable To: SC TIMBER PRODUCERS ASSOCIATION

*Thanks For Your Support! Crad Jaynes, President & CEO*

SCTPA is a Non-Profit 501(c)(6) association. SC FEIN: 57-0883563

90% OF ANNUAL INVESTMENT IS TAX DEDUCTIBLE BUSINESS EXPENSE.

10% DESIGNATED FOR LOBBYING & NOT TAX DEDUCTIBLE.

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- Reduce truck accidents
- Improve transportation efficiencies
- Improve global competitiveness

It was noted in each visit there are forty-five states now in the nation that allow higher GVW on non-interstate roads than are allowed on the interstate system. SC is now one of these states as the transportation of unmanufactured forest products from the forest to the first point of delivery can now have a GVW of 84,272 pounds.

Likewise, around the world in the globally competitive marketplace, many other countries, such as in Europe, allow higher trucking GVW's than does the United States.

Certainly there is concerns for the infrastructure of the road systems. But the premise of the proposal is to "pay" for the additional weight to help fund the maintenance of our infrastructure. This is not a "freebee" so to speak. Plus, this offers a choice as to whether a business wants to spend the additional money to install a sixth axle or purchase a trailer with a sixth axle. Not every business is going to want to haul the 97,000 pounds.

The representatives for International Paper prepared a flyer showing the efficiency increases and reduced costs that one company would obtain by being able to haul 97,000 pounds.

Using IP's Courtland, Alabama mill as the example, 95% of the that mill's traffic per week are 600 trucks hauling paper from Courtland to/through Atlanta, a distance of 251 miles. By increasing the weight, each truck could increase its 45,000-pound cargo to approximately 60,000-pounds adjusting for the weight of the sixth axle. This would reduce the number of trucks by 150 per week; save 37,650 miles traveled per week; save \$27,170 per week in fuel costs; reduce CO2 emissions into the atmosphere by 139,305 pounds per week, and reduce the weight on roads and bridges by 5,250,000 pounds per week. And this is just for one of IP's 16 mills.

The question comes up "Why can't the railroads be used for forest products?" As Bernie noted to each legislator visited, the railroads have indicated their desire to "not move" forest products. As logistics manager, Bernie has been told by the railroads he deals with that if the railroad is to ship forest products for his company, then his company would have to purchase cars. Not a cheap proposition. Plus, railroads are more interested in hauling containerized or specific unit and/or commodity trains than moving just a few cars of a product.

Now, as far as being able to actually move the 97,000 pounds of freight there are going to have to be desig-

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***This is a more practical approach and has been the position of the American Loggers Council for the past four years.***

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nated freight corridors within each state to allow access to the interstate system. Here is where the problems may and probably will occur. There will probably be tremendous opposition from state DOT's unless there are provisions for additional federal highway funding for road and bridge maintenance and improvements.

As for transporting unmanufactured forest products (UFP) at the 97,000-pound level, while this is not an issue to take lightly for increased productivity and improved efficiencies, there are drawbacks to this weight. For instance, SC now has the 84,272 GVW for UFP loads. But UFP loads are not delivered to mills located on interstates. However, there are roads that could be designated to allow access to an interstate to a specific mill.

The position taken in regard to UFP loads was to push for the position of allowing the state allowed tolerance, SC's GVW UFP 84,272 pounds, to be allowed to be transported on SC's interstate system. And the same for other states with higher allowed UFP GVW's. This is a more practical approach and has been the position of the American Loggers Council for the past four years.

Never before has the need for productivity legislation been greater. The Department of Transportation estimates that freight movement will increase 87% over the next 20 years. Our national highway system will not be able to accommodate this surge in usage. There must be changes made to our national trucking policy that addresses this fact, while simultaneously improving highway safety.

SCTPA encourages everyone to call your U.S. House member and both SC Senators and ask for their support of the Increased Interstate GVW Pilot Project.

For Congressional contact information and talking points, refer to AgTEC website [www.ag-haul.org](http://www.ag-haul.org) Americans for Safe and Efficient Transportation website [www.aset-safety.org](http://www.aset-safety.org), or contact the SCTPA office.



# THE ULTIMATE



## Peerless Quality

- Rugged, Aluminum Construction
- Lightweight: Weighs only 10,020 lbs.
- Larger Payload: 65,000 lb. capacity
- Open Top, Mitered Front
- Financing Available

## CHIP TRAILERS



## Peerless Quality



Full sized rear door is skinned with galvanized expanded metal and hinged at the top for easy discharge of payload.

## INWOODS TRAILERS



## LIVE FLOOR TRAILERS



When It Says Peerless, You Know It's The Best.  
For Full Specs, Available Options and A Firm Quote Call:

- Ashland, VA  
(804) 798-0525
- Roanoke, VA  
(540) 992-4314
- Columbia, SC  
(803) 951-3965



3301 Integrity Drive • Garner, NC 27529  
(919) 773-4000 • (919) 773-4001

- Raleigh, NC  
(919) 876-7280
- Mt. Airy, NC  
(336) 786-8604
- Statesville, NC  
(704) 838-1144

# MAINE LOGGER PROMOTES INCREASED INTERSTATE GVW

By Kurt Babineau, Babineau Logging, Inc.

Kurt Babineau attended the GVW Fly-In to Washington, DC and presented the following message to House and Senate members he and his ASET group visited on Capitol Hill.

Hello, my name is Kurt Babineau. I'm a second-generation logger and trucker from the state of Maine. I've recently been honored by the Forest Resources Association and have received their award for the National Outstanding Logger in 2008.

I'm here today as a small business owner who has been struggling with the increasing costs of running my operation. It seems every aspect of my business has become more burdensome and expensive. From increases in the amount of paperwork I'm required to submit to the state and federal government, to the many fees and taxes I'm responsible to pay.

The cost of equipment, parts, labor, employee training, insurance and fuel just to name a few, have consistently increased. As the rest of my fellow loggers, I cannot pass on these increases. I'm dependent upon the rates which are set by the pulp mills and the sawmills which I supply raw materials to. I feel the industry as a whole is in the midst of incredible economic stress the likes of which I've never experienced before. I'm forced to use equity I've built up over my 28 years just to stay in business.

Many of my colleagues in my state and around the nation have been forced out of business. My reason for meeting with you today is to convey the seriousness of this situation.

There is no one solution that will alleviate this issue, but I've studied the possibility of allowing the federal highways in my state to be used by my industry. I have been surprised of the savings of both time and fuel which would result.

I would like to give an example of how increasing the current weight limit on our federal highways to 100,000-pounds which is allowed on six axle trucks on all Maine roads would benefit me.

My operation is working just east of central Maine on the outskirts of the town of Mattawamkeag. All of the pulpwood we produce, roughly 50% of our total harvest is transported to Verso Paper. Verso Paper is located in the southwestern part of the state in the town of Jay. This is a trucking distance of 165 miles and a round trip takes about 8 hours to complete.

If our trucks were allowed to use I-95 we would be able to put just over 100 of the 165 miles on this one way highway. This would result in our trucks bypassing 19 Maine towns including the city of Bangor which is one of our largest cities.

We currently pass through the heart of Bangor in stop and start traffic as is necessary to follow Route 2 to Verso Paper. Using I-95 would shed one hour off the trucking time required to make the delivery. We send 10 loads a week to this mill. This would decrease our overtime payroll by 10 hours. This would result in a weekly payroll savings of \$175.

The most significant savings would come from less fuel used. Our trucks average 4 miles to the gallon, and this calcu-

lates to about 11.8 gallons an hour. This is a savings of 118 gallons of fuel a week. Our current diesel fuel price is \$4.42 per gallon, this figures out to a savings of \$521.50 a week in just fuel alone.

The combined payroll and fuel savings are \$696.50 a week. Applying this savings to one year of trucking would save us over \$33,432. This would also save 5,664 gallons of fuel a year.

This is an incredible savings for a company our size. This would have a tremendous impact on our bottom line and give us a much-needed boost at this economically difficult time.

Some other points of interest which are noteworthy, using our current route our trucks travel over 8 railroad crossings, stop at 8 stop signs and 22 traffic lights in route to Verso Paper. Using I-95 there would be only one railroad crossing, three stop signs and six traffic lights.

There would be additional savings which are a bit difficult to calculate such as less brake and clutch wear, less stress and wear on the suspension systems. There would be reduced tire wear due to the smoother road surfaces, fewer sharp turns, less braking and acceleration.

One other point of interest is that using I-95 would require all trucks to pass through a permanent truck inspection and weight station. All trucks north bound and south bound must exit off I-95 and submit to full inspections. I haven't touched on the many safety benefits which would result in removing a significant portion of these trucks from our secondary roads and placing them on one way highways which are constructed to much higher standards than our state roads.

There is no question in my mind that increasing the weight limit on our federal highways would make all our highways safer, increase trucking efficiency, save fuel and decrease fuel emissions throughout the nation.

## WELCOME NEW MEMBERS

SCTPA welcomes the support of our new members.

Loveless & Son, Inc., *Dillon*  
Pittman Logging, *Landrum*  
Quarles Pulpwood & Logging, *McCormick*  
Mid Carolina Land & Timber, Inc, *Lexington*  
Lake Swamp Land & Timber, LLC, *Scranton*  
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## T.E.A.M. CONTINUES ITS WORK

The Timber Equipment Applications Management (TEAM) group convened a meeting on April 29<sup>th</sup> to continue its work on current projects and discuss issues relevant to TEAM's purposes. Twenty-one committee members attended the meeting in Raleigh, NC.

Timber harvesting industry representatives were Joe Young, Low Country Forest Products, Inc., Georgetown, SC, Crad Jaynes, SCTPA, Danny Dructor, American Loggers Council, Ezell Castleberry, Castleberry Logging, Inc., Castleberry, AL and ALC President, and Doug Duncan, NC Association of Professional Loggers. Attending also were specialists from insurance company loss control, fire forensic investigations, and logging equipment manufacturers and dealers.

Jimmie Locklear, Forestry Mutual Insurance Company, opened the meeting with an introduction and gave a history of TEAM for participants that were new to the committee and welcomed all attending. He introduced Danny Dructor, Executive Vice President of the American Loggers Council, Ezell Castleberry, Castleberry Logging, Inc. and President of American Loggers Council, and Doug Duncan, Executive Director of the NC Association of Professional Loggers. Self introductions of participants followed.

Jimmie introduced TEAM issues to be discussed as website, liability of website and TEAM, funding for a DVD and the website. Jimmie stated he was glad of TEAM's exposure, but the group needed to do more to get the materials in the hands of loggers and their employees for more practical applications, training and education.

Danny Dructor talked about issues pertaining to loggers nationwide and what ALC's position was related to the issues. He spoke of the problems out there for loggers such as fuel prices, etc., but there was light at the end of the tunnel as loggers just need to be professional businessmen and keep on sustaining themselves and surviving through these very tough economic times. He spoke of emailing Ed Ehlers former director of the Associated California Loggers and how Ed replied that

professional loggers and logger associations just need to hang in there as things will work out. He spoke of how equipment manufacturer reps from John Deere visited him in Texas recently and what they related from their perspective of the current logging industry and equipment manufacturers state was. Danny thanked Forestry Mutual Insurance Company (FMIC) for helping the NC Loggers get started and how the NCAPL was now an ALC member. ALC membership certificate was presented to the NC association representatives the prior evening.

Ezell Castleberry spoke and thanked everyone for allowing ALC and loggers to be in the meeting. He said professional loggers are going to survive. There are some positives out there but the logging industry will survive. ALC is trying to unite loggers nationwide.

Crad Jaynes gave an anti-trust statement reminding the group of being various competitors in similar industries and that adhering to the anti-trust laws was important in a meeting such as TEAM. Jimmie asked the question about knowing what the number one industry in NC was and it is forestry. Crad indicated a new study released in SC showed forestry to be the number one manufacturing segment in SC and the number one employer.

Insurance industry representatives provided updates from the insurance industry related to equipment losses and related issues. Scott Critzer, Gaines & Critzer, Ltd, talked about the logging industry from his perspective and spoke of claims in his book of business and gave an accounting of a recent equipment fire loss on a feller buncher he investigated where the fire started in the sawhead from a buildup of vines and materials in the cutting head heated and caused a fire. The logger had lost a skidder to fire previously. He indicated the logger said the newer sawheads didn't have enough self-cleaning capability around the rotating sawhead disk like older models had. Therefore there was an increased amount of materials trapped in the area of the rotating cutting disk. The feller buncher fire incident occurred with a new John Deere sawhead.

*Ezell Castleberry asked the question, "Are loggers trying to burn themselves out of business?"*

Dan Griswold, John Deere, spoke about the design of the head and how more current designs had incorporated different configurations geared toward increased safety to prevent the chances of saw teeth that may break off from flying out and becoming projectiles when the sawhead was in operation. Tony Tijerina, Tijerina Investigations, Inc., mentioned older Koehring heads had similar heating problems in the past. Danny Dructor talked about problems having occurred due to land ownership changes occurring and forestry practices have changed due to this such as a reduction in prescribed fire on forest lands which has led to increased amounts of vegetation on the forest floor that are present during logging operations such as thinnings.

Keith Biggs, Forestry Mutual Insurance Company, mentioned that more insurance companies are available now writing Inland Marine (IM) on logging equipment and the insurance industry was witnessing a soft market situation now. There are companies writing IM out there that do not know what they are writing and causing low rates. But the soft markets were causing some relief for loggers to have a little savings on lines of insurance because of the soft market.

Randy Hervey, Bituminous Insurance Company, talked about insurance costs being reasonable for all lines due to large insurance market capacities. He also talked about some losses and many companies are out there now offering IM, but some don't know what they are writing and won't be around for the long term. He talked about a Workers Compensation loss where a logging employee was burned when an older model feller buncher caught fire and the worker was going to assist the feller buncher operator to suppress the fire.

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### UFP Trucking 15% GVW Tolerance

- Effective May 21<sup>st</sup> UFP loads (roundwood, chips, residues) transported from the forest to first market now have a GVW of 84,272 pounds on a 5-axle tractor-trailer combination.
- Vehicle MUST be registered for the SC 80,000 pound tag.
- 15% tolerance ONLY APPLIES TO NON-INTERSTATE HIGHWAYS. If you travel on the interstates, the Federal Weight Laws apply regardless of commodity hauled. No deviation from Federal Laws on interstates.
- State Transport Police enforcement of overweight fines is still under the same Overweight penalty system as before. Over gross citations start at 84,272 pounds.
- State Transport Police is stepping up enforcement for Brakes and Brake Systems due to the increased weight of UFP loads. Have your brake systems operating to code.
- 15% increased tolerance applies to tandems. Legal weight is 20,000 pounds per axle plus 15% tolerance (20,000# x 15% = 23,000# per axle). Tandem is now 46,000 pounds.

### SCDOT Reminder:

Please recognize and be warned that due to the increased UFP trucking GVW, SCDOT will likely be posting more roads and bridges. SCDOT indicated this during discussions in the processes of getting the new tolerance law passed.

You are advised to check haul routes regularly and be aware of any new road and bridge weight postings. Planning your haul routes to avoid any newly posted roads and/or bridges can save you time and help avoid any unnecessary delays and STP fines.

### Caution Reminder:

Because now there is an increased GVW tolerance, this should not encourage UFP haulers to now try to overload even more. Rest assured that if the public, STP, our legislators and SCDOT, senses there is an abuse by UFP haulers of the increased weight tolerance, then this law could go away, be changed back to the old tolerance, lead to a change in the weight fine structure or lead to something else, more quickly than it came to pass.

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As the worker was approaching the unit, the worker was sprayed with hydraulic fluid from a ruptured hydraulic line, caused by the fire, which ignited and burned the worker severely. The worker later died from the injuries of being burned.

Ezell Castleberry asked the question, "Are loggers trying to burn themselves out of business?" Jimmie Locklear responded and indicated he did not see a real problem with that scenario at this time. Randy Hervey indicated that he had recently reviewed thirteen logging equipment fire claims and only one claim was questionable. David Miller, an equipment consultant and now retired from Blount, talked about some fire claims on logging equipment that he had looked at that appeared to be weekend fires and may be questionable. Tony Tijerina mentioned as the economy goes down, equipment fires go up and that is indicative of all industries not just logging. John Walker, Walker Fire Forensics, Inc., talked about the need for insurance and equipment folks to investigate fires to determine the causes. He stated the need for accurate investigations with investigating the cause of fires on equipment.

Joe Young talked about vandalism increasing in his area with vandals removing equipment parts for metal and stealing metal for resale. John Walker stated some burned units are being stripped in the woods for metal and parts. Ezell Castleberry spoke about the problems in Wilcox County, Alabama with vandalism where a John Deere skidder was vandalized and the transmission actually removed from the tractor. John Walker referred to the increased trends of hunters vandalizing logging equipment and that eco-terrorists were stepping up activities for setting fires on equipment and in other areas. Scott Critzer talked about what Danny had said earlier about the land fragmentation and how forestry practices have changed causing some concerns with loggers operating in different stand types with greater debris buildup on machines. Danny and Scott talked about equipment cleaning and maintenance.

One of the meeting goals was to approve the TEAM Mission Statement. Jimmie talked about the Mission Statement and how all parties of TEAM

should be included in the statement. Discussions were held about using the original version and adding "safety professionals" to the statement. The statement was reworded and J.J. Lemire motioned to use the original statement and delete "standards development organizations" and add "safety professionals" Motion seconded by Danny Ductor and motion approved unanimously.

John Walker presented a PowerPoint entitled *Current Concepts Related To Fires On Logging Equipment*. He talked about the potentials for loss from fire due to:

- Work environment increases risk
- Presence of additional fuel load – such as greater hydraulic capacities
- Detection often delayed by comfort cabs – now operators aren't as quick to detect fires on logging equipment. Earlier cabs allowed operators to detect fire more quickly.
- Often in remote areas and limited access to areas
- Operators are ill-prepared for fire – operator manuals don't present enough information and training on equipment fire prevention, detection and proper suppression techniques
- Economic factors – hard times now and creating some accountability problems with maintenance by operator and even owner accountability. No one is immune to equipment fires. Equipment fires have no regard for machine color, type machine, etc.

#### Manufacturer Economic Factors

- Burden to produce marketable machines
- Pressure to improve emissions and fuel economy such as the new tier engines are going to be more costly and increase fire risks due to the technology having to be used.
- Opportunities to utilize varying materials on machines such as plastic fuel tanks instead of metal tanks. Using some alternative materials can increase fire risks by adding additional

fuels.

- Opportunity to use technology related to fire detection and suppression. Need to use systems to detect fire earlier.
- Ever present possibility of litigation from a fire loss.

#### Economic Factors

- Burden on the logger's behalf to make money with logging equipment
- Burden to train and equip employees properly
- Cost of proper and routine maintenance
- Burden to produce to cover costs during hard economic times

John stated these are changing times in the logging industry ... the concepts are not new. He talked about the cooperative efforts of TEAM's members and a good opportunity available through TEAM to address the concepts. He spoke of how deferred maintenance was creating problems such as a logger deferring the replacement of a rusted muffler creating an increased fire risk to the machine. He talked about the responsibilities to the owner logger, manufacturer, insurers and operators regarding maintenance. He spoke to the effect the responsibility is ours – manufacturers to design machines for easy cleaning; insurers to recommend and even require maintenance for insurability; equipment owners to clean their machines. Materials become packed in machines due to the operations such as machine bouncing and the environment of logging causing compaction of combustible materials within areas of the machines. He showed scenes of compacted materials in logging units and burned compacted materials. John talked about pine needles in a machine compartment and how one bundle of two needles is not likely to ignite. But a larger group of pine needle bundles is better for fire ignition because the bundle dries and can be subject to ignition. He discussed recommendations.

#### Daily inspection to reduce fires

- Fuel leaks and oil leaks need to be repaired when noticed
- Loose electrical connections and damaged electrical wiring

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and connections need to be repaired

- Other factors such as rodents invading machine compartments causing material build-ups and even birds nesting in machines creating increased risks

Shared solutions to fire prevention with housekeeping

- Machine design to allow one man cleaning
- Auxiliary systems mounted on machine to assist cleaning – on board air compressor
- Operator education and requirement for cleaning
- Accountability on part of owner and insurer

John asked “are we doing enough to educate and train for fire prevention and how to fight fires?” He referred to the worker that got burned when a hydraulic hose ruptured spraying ignited oil all over worker. Need to do a better job of training to suppress fires properly. All are shared responsibilities. Machines need to be designed to secure hoses, provide better routing of electrical lines.

John talked about machines needing to be designed specifically to secure lines to reduce wear and vibrations. The increased risks are also the result of changing materials such as going to synthetic and plastic materials that affects fire dynamics. There are relationships to increased fire risks from designs such as the Tier 4 engine will have a direct effect on effective engine clearance to combustibles from hot surfaces. Newer engines are using catalyst regeneration systems and this increases engine temperatures around engine components. Exhaust may exceed 1,000 degrees due to technology of catalyst regeneration. Need increased clearance between hot surfaces.

He spoke about the need to look at industry response.

Manufacturers

- Review instructions in operators manual and provided warnings
- Adequacy of fire extinguisher instruction and training, and fire detection (Standard vs Aftermarket) – Is this the time to

improve?

- Measures to stop fires (Aftermarket and Site Specific Systems) – can system be installed later?

Concept – portable fire extinguisher use by operator and its use. If there is encouragement in the use of fire extinguishers, then education has got to be better. If there is “dis-encouragement” in fire extinguisher use due to a life threatening situation or the reduced chance of personal injury, then there is an increased risk of a fire loss. The NFPA 10 Standard for Portable Fire Extinguishers recognizes the lack of education of the public in using a fire extinguisher.

John spoke about the Fundamentals of Fire Prevention stressing these points.

- Separate combustibles (fuels) from heat source
- Reduce temperature(s) of hot surfaces
- Limit potential ignition sources
- Measures for early detection
- Measures for early suppression

John related Design Concepts for Fire Prevention related to machine manufacturers.

- Easy to access, easy to clean
- Is it time to use hydraulic activated belly pans for easier access?
- Keep service simple – simple shields and covers to open - machines are designed to meet OSHA standards and operator safety needs, but bad for fire risks
- Other materials used increase risks for fire
- Insulation of hot engine components
- Machine designs now use reversible radiator fans that help reduce risks

He spoke of Detection Systems – now is the time to use and have on machines. If machine has fire suppression system available, maintain it. Need to encourage owners and operators to have and take responsibility. If not and this situation continues to exist, then there is the threat of government intervention with regulations if WE don’t do a better job of education, training, etc.

Danny made the comment about

regulations and the threat might be coming and the potential for regulation is there citing the example of Western states have regulations about having to stop logging in conditions of high fire risks. John talked about a claim out West where a logger in California ignored the regulation and continued to work and a piece of his equipment caused a wildfire. The fire was investigated and because the logger ignored the regulation to stop work, the logger was arrested and billed \$400,000 for damages. The logger should have known to stop work due to fire hazard, but chose to keep working on a high hazard day.

Joe Young asked about fire suppression systems on machines that might not work and is there additional liability. John talked about the acceptable machine design and maintenance to acceptable standards helps relieve some liability. However, the threat of litigation is always present. Joe commented about having trained and qualified loggers to train logging employees was a problem in the industry.

An open discussion ensued about logger quality, insurance markets, state of training in logger programs, etc. Tony Tijerina talked about OSHA regulations now and requirement to be trained to suppress fires. He said regulations are there, but the problem is with enforcement. He talked about how operators leave equipment running when a fire is detected and leave the machine for their own safety.

A discussion ensued regarding the need for fire suppression system to warn operators so operator can stop machine, reduce hydraulic system pressures to hopefully slow the fire spread. Tony asked the question, “Why don’t pressurized parts not go to zero energy state when stopped.” David Miller explained the engineering system on machines and why attachments didn’t go to the ground.

Landis Bullock, Bullock Brothers Equipment Company, talked about the technology problem with computers now on logging machines not working under normal conditions much less when a fire was present. Landis talked about having side shields being able to be removed with one lever or some mechanism to ease opening compart-

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ments. He commented on the problem of turning off a machine with a computer and letting the computer download first for a specific time and then the operator turning the main power switch off.

Jimmie spoke of manufacturers revisiting the installation of fire detection and suppression as standard equipment and particularly detection systems. Dan Griswold talked about detection systems and why some were not installed as factory standard equipment. Customers may have a particular preference.

John Walker spoke about detection systems and how they work. Rate of rise system; fixed temperature system – reach certain temperature and alarm goes off; linear system – poly tubes routed throughout machine and when tube heated and breaks, detection activated or thermal infra-red detection system. John said systems available and price is becoming more affordable.

Dan asked about systems and John indicated detection coupled with suppression is best for total fire suppression along with the operator using proper fire extinguisher procedures.

David asked about the flashback fire after fire believed to be extinguished by suppression powder. John explained how compacted materials will re-ignite if the operator doesn't know how to handle the incident and follow proper procedures to fully extinguish compacted materials to prevent flashback. Tony Tijerina talked about using water system to dump water in belly pans and areas of material concentrations. David spoke of extinguishing system vs detection system. Tony explained how fires re-ignite after fire is supposedly extinguished. John commented the technology is available, but training of operators is lacking, such as follow up with fire extinguisher and water after fire extinguished.

Dan commented the technology is here, but is it effective? John said dual systems, detection and suppression, is best. If detection system installed, it would be foolish not to have suppression system too. Jimmie said it goes back to the economics, the money to buy system versus not having the system on the unit.

Crad Jaynes, TEAM website committee chairman, reviewed the website

work history and recognized committee members and thanked them for their work. Committee members are Danny Dructor, David Miller, Robin Barker of TigerCat, J. J. Lemire, and Tony Havens of FMIC assisted with website development.

Group reviewed website as developed. J.J. reviewed the site's format and how it worked. Crad requested comments from group. Tony suggested the site contain a Hold Harmless for the TEAM's protection. Discussion ensued regarding the domain name, key words to Google with, links to be used on site. There was a suggestion to include a news or real story section so visitors to site could send in their incidences. However, due to some liability, news section not to be included.

Danny Dructor asked about or suggested linking this or having this under a site such as Forest Resources Association's (FRA) logger safety site. J.J. talked about the Timber Harvesting And Transportation Safety (THATS) Foundation of FRA was interested in helping with the site.

Crad initiated discussion on Next Steps for website. Group agreed upon site's format and content. Agreed a Hold Harmless should be developed for incorporation on the site. Group then worked to determine the domain, site name, key words and housing for the site. Group agreed to approach FRA about TEAM website being a separate, autonomous site under FRA. TEAM would still have control and oversight of the site. Group agreed that Crad Jaynes, Joe Young, J.J. Lemire, due to J.J. being Chairman of FRA Southwide Safety Committee and being named to THAT'S board, and Tony Tijerina approach FRA's Steve Jarvis with the concept of housing site under FRA's Logger Safety site.

Discussion ensued about time line for this. Joe Young suggested perhaps this could be approached during the next FRA Executive Committee conference call upcoming. Might need to talk with THATS also.

Another discussion regarding the domain name followed with the various names suggested reviewed. Group agreed to use ".org" for name since the TEAM is an organization or committee. After discussing several names, Keith Biggs motioned to use LoggingTEAM.org.

Bill Ganser of Peterson Pacific seconded the motion and motion passed unanimously. Tony began the registration of name and name was officially registered to protect it for the time being. Website registered officially as of April 29, 2008. Thanks to Tony for handling the registration.

Doug Duncan suggested TEAM develop a logo to go with the website. Doug volunteered to develop three logos for the committee to review and vote on. If all rejected then re-develop another logo for adoption. Logos would be emailed for review and vote for adoption if accepted by all TEAM members.

Danny Dructor talked about having ALC link to TEAM site. Doug suggested website be shown on materials, flyers and stickers, already available when reprinted. Group discussion of how THAT'S might fund some of the supplies for distribution at ALC Annual Meeting in Montgomery, Alabama in September so FMIC does not have to bear that expense.

Bill Ganser provided an update on the Society of Automotive Engineers (SAE) division work on off road equipment in the ConAg Group - (Construction & Agriculture) for Forestry Equipment and their work on the Standards for Fire Prevention on Forestry Industry Machines. Dan showed a draft of the standard. Standard is nine pages and is ready for editing. A group similar to TEAM worked on the standard. Bill spoke about the standard's references to machinery design for fire prevention and discussed sections in the standard about safety, maintenance and machine operation and recommended that the standard's information be incorporated into operator manuals. The standard is ready for a vote for passage. Jimmie Locklear noted TEAM did have input into the standard and thanked Bill for the opportunity.

Jimmie initiated a discussion regarding the future of TEAM and how the group might function regarding meeting agendas, logistics, etc. Jimmie indicated he needed help as the TEAM has continued to grow and meet its objectives. Discussions ensued about having a committee or something to help organize meetings.

Bill Ganser talked about maybe hav-

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ing a Chairman and Vice Chairman to help with organizational activities. Joe Young suggested that perhaps if the TEAM website is located under FRA, Steve Jarvis could help with some administrative duties. Keith Biggs commented that TEAM not lose control of the website and not lose control over TEAM to FRA. Danny Druator suggested the group explore this and bring up at the next meeting after some thought and response obtained from FRA. Danny suggested each segment of the group, insurance, loggers, manufacturers, safety & fire professionals, give a presentation to update issues within their segments at the meetings and present ideas for TEAM to consider from each segment. Doug Duncan suggested TEAM approach THATS and request an interim grant for funding the TEAM website under FRA to cover administrative costs.

Possible dates for the next meeting discussed. It was suggested since the FRA Fall board meeting will be Santa Fe, New Mexico September 13 – 15, perhaps TEAM tentatively consider going to the meeting on September 12 for presentation to THATS about the website and housing under FRA, depending on the preliminary response from Steve Jarvis at FRA about the concept. If no meeting in Santa Fe, next TEAM meeting if not in Santa Fe will be October 21<sup>st</sup> in Raleigh.

Concluding comments from around the table from members. Comments related to good work of TEAM and feedback from all the members. Doug Duncan suggested a possible consideration of TEAM for the future would be to explore with manufacturers how to design logging equipment with factory made securement points for hauling units on lowboys to comply with hauling regulations for logging equipment for four independent points of securement. Randy Hervey talked about education and training from the insurance industry such as requiring Cold Fire, etc. on their (Bituminous) insured's equipment. Bituminous already requires Cold Fire for insureds' equipment with their company. He commented insured's could do more to reduce losses and save insurance costs.

Bill Ganser talked about the morality part of group trying to help industry and loggers to reduce losses. Tony Tijerina spoke about the cooperation of TEAM members in working to resolve problems, confront issues and work toward solutions. Keith Biggs commented how the results of getting all the players together at the table has worked despite the comments it could never be done. Larry Loudermilk of Caterpillar commented as to the common objective of the group and how TEAM has worked together. Joe Young commented about the need for a culture change in the logging industry such as training and maintenance as these words are not used too much in the logging woods. Need to keep working to raise the bar for loggers as the ALC and logger associations are trying to do. There is a lot of work to do to change the culture in the logging woods. Joe talked about the vision of TEAM and keeping it alive for the future. Mike Allen of Franklin Equipment Company spoke about having the opportunity to hear various comments that have helped him. Jeff Worrall of W. J. Cox & Associates talked about training and how TEAM's information can be used in logger training programs in his areas. David Miller spoke about his career and experience and the diversity of the group to tackle problems of fire, safety and

further the industry for economics and thanked Forestry Mutual Insurance Company for its commitment to TEAM.

John Walker talked about the progress of TEAM and how TEAM has found the truth and as the industry continues to change, TEAM still will have challenges ahead. Jimmie Locklear talked about how TEAM has accomplished different goals and how competitors can come together to work to find solutions for the logging industry and equipment fire loss reductions.

Danny Druator commented that consideration be given to include a Western Logger Representative such as Jim Geisinger of Associated Oregon Loggers to come to TEAM meeting and talk about that part of the country's regulations, challenges and issues. Danny agreed to contact Jim for his response and perhaps give a presentation of western logging and what they are doing regarding fire prevention.

After concluding remarks, Jimmie Locklear thanked everyone for attending and adjourned the meeting. Through the efforts of TEAM there will continue to be improvements in reducing logging equipment fire losses and personal injuries in fire situations because of this diverse group's dedication to sit together and tackle the challenges in a true sense of cooperation.

## **MARK YOUR CALENDAR FOR SCTPA's 10<sup>TH</sup> ANNIVERSARY ANNUAL MEETING**

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**Our 2009 Annual Meeting will mark our 10<sup>th</sup> Anniversary.  
Save the dates ...**

**Friday, January 30<sup>th</sup> through Sunday, February 1<sup>st</sup>.**

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We'll have guest speakers, reception, prayer breakfast, anniversary dinner, door prizes, silent auction, raffles and much more.

Join fellow members, guests, speakers, sponsors and exhibitors as we celebrate ten years of service.

Meeting agenda, speakers and activities are being coordinated now. Registration packages will be mailed in the Fall.

**Don't forget ... Mark the dates ...  
January 30<sup>th</sup> – February 1<sup>st</sup>  
SCTPA's 10<sup>th</sup> Anniversary Annual Membership Meeting  
Crown Reef Resort & Conference Center  
Myrtle Beach**

# AS I SEE IT ...

AMERICAN LOGGERS COUNCIL

PRESIDENT EZELL CASTLEBERRY, CASTLEBERRY, ALABAMA

JUNE, 2008

## TAKING CONTROL

There are several issues impacting the industry at this time which are basically things that we, as loggers, have no control over. Rising fuel prices have helped to highlight the other issues such as a devalued dollar, sub-prime mortgage defaults, depressed lumber markets and ever-rising costs of operations. To our disadvantage, we are also in the middle of an election year in which members of congress appear to be more interested in remaining neutral on many of the issues so as to not discourage anyone from voting for them. If we are waiting for "help" from our elected officials, chances are better of a snow ball staying frozen in hell than expecting them to do something this year.

It appears that high fuel prices are going to be with us for a while, in spite of the work of many State logging organizations to try and do something about it. Valiant efforts have been made and are ongoing on behalf of the logging community to try and increase truck weights on highways, as well as seek exemptions from State diesel fuel tax to try and stabilize diesel prices and bring relief to our industry.

So what will we do? What are our options?

I would like to recommend that we stop wasting time and energy on those things that are out of our control, and start focusing on things that we can control. We have some good data collected thru the efforts of the Wood Supply Research Institute that details where some of the inefficiencies lay within the wood supply chain, but for the most part, those studies have become dormant, on the shelf research, with little impact on the ground.

During a recently attended round table discussion in Myrtle Beach, SC, a plant manager was overheard stating that "we must be paying enough 'cause the trucks are still at the gate." I couldn't help but wonder if the trucks were really at the gate, or sitting idle in his parking lot, waiting to get unloaded, missing an opportunity to return to the woods and get another load for the day. Again, the WSRI truck turnaround study shows the potential impact that a wood yard with a real operational plan in place to reduce truck turn times has on a logging business. All of the efficiency improvements that need to be in place for us to survive the current downturn in the industry are not just outside of the mill's gates. The receiving mills must show some accountability for the struggling wood supply chain as well. Let's dust off the WSRI studies and put them to work on the ground.

Let's don't hide behind questionable claims of anti-trust violations, when we know that each mill can develop their own procurement policies as well as wood yard policies, without reaching out to competing mills to see how they do things. It makes good sense for the mills, and will certainly benefit

the loggers who are logging those mills.

Let's focus on those things that we can control, from your in-woods operations where there may be even more potential for fuel conservation, the trucking operations where you may wish to work with other loggers to share and route trucks to gain a higher percentage of loaded miles, and finally to the mills, where benchmarks and goals should be set for efficient truck unloading in the wood yard with someone being held accountable. Let's take control of our industry.

JULY, 2008

## ANTI-TRUST?

If you have been in the industry long, chances are good that you have heard the phrase "anti-trust" used on more than one occasion. Almost all professional loggers across the United States have participated in meetings where opportunities exist that could bring out discussions of prices, profits, boycotts and even strikes.

The meetings that I have attended have always begun with some type of anti-trust warning or overview of those things that should not be discussed, and the participants have agreed to stop any discussion that bordered on anti-trust law violations. There is a real need for these laws to exist here in the United States because without them, we would be at the mercy of the corporate world and would be more like employees of the companies, rather than the independent contractors that we really are.

Anti-trust laws have merit here in the U.S., but more often than not, they appear to be a "go to" device when the industry does not want to be held accountable for its actions, or better yet its inactions.

Recently, the WSRI requested some follow-up to one of the studies involving truck unloading and turn around times that had been conducted over the past several years. An immediate response from some of the consuming mills was their refusal to participate due to "anti-trust" concerns. While we continue to struggle with inefficiencies in the wood supply chain that are costing us money and making us uncompetitive in global markets, it is a shame that even some of those mills that are supporting the WSRI research are unwilling to share the net results with the WSRI.

Logging contractors have shared their "numbers," anonymously with the WSRI researches and participants over the years, and to date have not had any real problems with the perception of violating any "anti-trust" laws. Because of their commitment to comparing the results with their peers, many

*(Continued on page 18)*

(Continued from page 17)

have been able to figure out ways to make themselves and their businesses more competitive in a rapidly changing operating environment. In other words, they put their efforts into changing their existing management regimes into one that in the long run, has helped them to remain in business.

One can't help but wonder if the concerns over "anti-trust" by the corporate partners in the WSRI program are not really just a cloak to conceal the fact that they have not really responded to the data that they have received. We did see small improvements in truck turn times by some of the participating mills at the onset of the release of the study, but more mills than not have returned to the status quo, holding trucks in parking lots, waiting for shift changes, and basically holding no one accountable in the wood yard for poor performances in unloading methods.

If something is truly bordering on anti-trust violations, then we should not go there, but if the words "anti-trust" are being used simply as a shield against embarrassment for reporting "we haven't done anything about the situation," then what a waste of our investment....Who's crying "Wolf" now?

*Ezell Castleberry is the President of the American Loggers Council, which represents over 50,000 logging professionals in 28 states. Ezell's operations are headquartered in Castleberry, Alabama. For more information please contact the American Loggers Council office at 409-625-0206 or e-mail at [americanlogger@aol.com](mailto:americanlogger@aol.com)*



## **American Loggers Council** 14<sup>th</sup> Annual Meeting September 25-27, 2008 Montgomery, Alabama

### **"Experience Alabama"**

**O**n behalf of the American Loggers Council, I invite you to attend our 14<sup>th</sup> Annual Meeting in downtown Montgomery, Alabama. Join in the business and networking of loggers and friends from throughout the United States.

Enjoy all that central Alabama has to offer as you communicate with those that make things happen in the logging industry. Loggers, equipment manufacturers, dealers, insurance company representatives, timber industry personnel, foresters and others will all be gathered at one location.

Montgomery is the capital of the State of Alabama and is also home to the offices of the Alabama Forestry Association. The office of Hatton-Brown Publishers is a short walk from the hotel and I know that D.K. Knight and his staff are looking forward to your visit as well. The Alabama Loggers Council will be here to assist you on your visit.

I invite you to look over the agenda for the three-day event, and then register now to attend!

The State of Alabama awaits you and I will make every attempt to make your visit an experience to remember for a lifetime! Take advantage of the Early Bird registration and save money on your adventure.

Ezell Castleberry  
President - American Loggers Council

*For registration and meeting information, refer to the American Loggers Council website <http://www.americanloggers.org> or contact the SCTPA office. SCTPA encourages our members to attend this meeting. Montgomery, AL is within driving distance. Plan now to attend. It will be well worth your time to visit with professional loggers from across the nation.*

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Frankly, the trees haven't moved an inch. But that can't be said for the front end on a Kenworth T800. Kenworth moved the steering gear ahead and the front axle back to give you a nimble 40 degree wheel cut and a turning radius up to 25 percent tighter than standard log haulers. Then they also sloped the hood 20 degrees for a better view out front. So do a good turn for yourself by taking a test run. Afterwards, the trees may not be growing farther apart. But you and your old trucks will be.

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**MEMBER ALERT**

\*\*\*\*\*

***Citation Payments to State Transport Police***

Previously via a Member Alert members were informed State Transport Police (STP) had begun a policy to only accept money orders, cashiers checks or credit cards for payments of Oversize/Overweight fines. This had been created due to the number of bad checks STP had received.

In a cooperative effort by SCTPA and the SC Trucking Association (SCTA), we have been able to work with STP to remove the previously enacted initiative. STP WILL ACCEPT COMPANY CHECKS for the payment of citations.

However, be advised at this time the policy will be, although not official but being used as a guideline, any bad check received, the company sending the bad check will no longer be allowed to make payments by check.

Remember, STP citations can be paid using a credit card by calling STP in Blythewood toll free at 1-888-267-4827 to pay Oversize/Overweight Citations by providing the credit card and citation information.

Both SCTA's Scott Murray and I feel this is a fairer policy. This issue will be further discussed with DMV and STP at the July 23<sup>rd</sup> Statewide Trucking Task Force Meeting in Blythewood. Our thanks are extended to Scott at SCTA for partnering to tackle this issue.

Crad Jaynes  
President, SCTPA

# Fuel Theft on Job Sites an Ongoing Problem

## DRM, Inc. Case Study Lugoff, SC – July 14, 2008

As fuel prices have increased over the past few years the fuel utilized to operate woods equipment has become a target for thieves. A small logging job consisting of a skidder, feller buncher, a loader and one portable fuel drum could easily have 750 gallons of fuel on site. At \$4.70 per gallon that raises the potential loss to over \$3,500.

### Security Breach / Damage

A logger returning to the logging job one morning discovered his log loader out of fuel. Upon closer inspection it was discovered that someone had cut the fuel line and drained the fuel from the tank. Apparently, the thief did not have capacity to handle all of the fuel in the tank and drove off, letting the rest of the fuel drain onto the ground. This theft cost the logger down time for repairs to the fuel line, the value of the stolen and in the cleanup and disposal of the contaminated soil.

### Recognition

The logger reported the theft to the local law enforcement officers and a report was filed. However, with no witnesses and a lack of evidence there was little that could be done.

### Actions Taken

Taking the advice of local law enforcement officers, the logger installed motion-activated cameras in an attempt to monitor traffic into the job site. In addition, gates were closed during off hours in an attempt to prevent access to the site.

### Comments

Loggers routinely operate in remote locations that are difficult to monitor, giving potential thieves the perception that the theft is low risk. Loggers should work to change that perception by implementing one or all of the recommendations below.

### Recommendations

It is recommended that organizations with exposure to the risks of fuel theft develop a security plan which may include these daily defense measures.

1. Securely lock equipment cab doors and provide locks for service access doors, fuel tanks and master switches.
2. Block vehicle access and prevent driving to within close proximity of equipment. Use gates when possible or use barriers of cut trees to block roads.
3. In the case of a fuel trailer, consider pulling it out of the woods during off hours. If that is not feasible, then remove the pumping mechanism and secure the trailer to a stationary object.
4. Maintain a record of all the gallons pumped from the tank. This will not only provide an accurate re-

cord of fuel usage by equipment/individuals, but it will also serve as a record that can be utilized by law enforcement/insurance companies should a theft occur.

5. To prevent fuel lines being cut, harden the target by limiting access to engine compartments when possible. If that is not an option, replace the existing fuel lines with steel braided fuel lines.
6. To prevent siphoning of fuel, install an anti-siphon screen in the neck of each tank. This prevents hoses from being inserted into the tank.
7. When possible, leave equipment near homes of friendly neighbors who are willing to observe the machine periodically. Do not park equipment unobserved next to public roads. Otherwise, leave the equipment as far back in the woods as possible and avoid parking two or three machines together in one place.
8. Install surveillance cameras to record all visitors to the site and post signs at the entrance to the job stating that the premises are under surveillance.
9. Installation of motion-activated lights on the job site could also be a good deterrent. As well as motion-activated alarms on equipment to warn if equipment is being abused.
10. Contact your fuel distributor and ask them to add a chemical tracer in your fuel, so if the culprits are caught, they can ID your fuel.
11. In areas known to be "trouble spots" consider hiring a local person to patrol the area at night (preferably a retired or off-duty law enforcement officer).
12. Camp out on the site.
13. Have bogus signs printed, stating that the area is under surveillance by "XYZ Security Services" and post signs in obvious areas. (Buy cheap signs, since they will be stolen or vandalized!)
14. Notify the local sheriff's office, since they may be able to patrol the area more often if they know to expect trouble. They may even use the situation to increase surveillance, hoping to catch a habitual offender in the act of committing a crime.

DRM, Inc., Aaron Gilland, President - With over 21 years experience in the forest products industry, Dendro Resource Management, Inc. (DRM) is a leader in timber audit services. DRM is committed to supporting the integrity of the forest industry by providing independent analysis and recommendations regarding internal controls as well as actively detecting and documenting theft and fraud incidents. Custom Programs can be tailored with your company's needs in mind. With DRM you are guaranteed independence and confidentiality.



## FUEL & TRANSPORTATION COSTS IMPACT FOREST INDUSTRIES

Fuel supply and costs have reached crisis proportions in the trucking and logging industries. Some carriers of forest products will weather the current economic storm, but escalating fuel costs are putting more than a few out of business.

Owner-operators have fared worse, with private carriers digging deep into business capital to ride out the wave of high fuel and transportation costs. Added pain is coming from less efficient low-emission engines that mean anywhere from 3 – 10% loss in fuel performance.

You can improve fuel efficiency some by:

- Specifying engine and drive train requirements that maximize fuel mileage.
- Setting engines with auto shut off to control idle times.
- Refurbishing trailers with lower weights to increase payloads.
- Adjusting governors to run lower speeds.

### **Tires:**

Everything from tread depth rib styles and inflation can affect fuel consumption from 2 to 5%. Lug type pulling tires may increase pulling traction, but they add resistance on road and can impact fuel economy. Treads offer more pulling resistance also when well worn and may result in as much as a 7% loss. The shallower the tread depth the better the fuel economy, but don't waste rolling resistance by neglecting inflation maintenance. Underinflated tires can significantly impact fuel consumption.

### **Idling:**

A truck can consume up to a gallon of fuel for every hour the engine idles. At six hours a day in the woods or at the mill can add up to over 2,000 gallons a year. Managers should look at machines that are not in motion and cut idle time.

### **Drivers are the key:**

Owners can spend all their resources setting up a machine to be efficient, but without training the operator, fuel economy will not matter. Bad habits always negate fuel saving efforts. Train operators on good skills and proper techniques and find ways to make incentives work toward fuel saving. Making it a contest often yields higher results.

- Fuel economy indicators include.
- Driver skills
- Speed especially with poor aerodynamics
- Cooling fan "on time"
- Electronic versus mechanical engines
- Using ribbed tires properly inflated
- Cutting idle times
- Controlling speed
- Roof flarings
- Lighter weight trailers and specked out light day cab trucks

### **Tips for drivers:**

Get moving after start up and shut it down after you've parked. Newer diesel engines and even some older ones only need a few minutes to warm up. "Short shift" when starting out. Up shift at lower rpm's in low range gears gradually increasing rpms as road speed increases. Shift to second at 1000, third at 1100, fourth at 1200 and so on unless road conditions dictate otherwise. Get out of town and stay out. Stop and go driving eats up time and fuel. Cruise at the engine sweet spot; the point where power and economy are the highest around 1450 rpms. Let gravity do the work on the grades. Don't overuse the engine brake, and avoid the idling engine.

Finally, before you are on the last heartbeat of your business, contact your elected officials about the impact of fuel costs and weight limits are having on your business. Your trade association may have already done this, but it means a lot when it comes from you.

In April about 30 loggers from 24 states went to Washington, DC to lobby for increased weight limits on interstates. The American Loggers Association, Forest Resources Association and some state and allied trade associations will be communicating the same message in the next few months.

But it is important for everyone impacted to make a call. Better yet, ask the lady who oversees your end-of-the-month statements to write a letter, email or make a call. Women have a special talent for being able to 'splain' things better than some of us guys.

Reprinted from the Bama Logger newsletter of the Alabama Loggers Council and authored by ALC Director Bill Jones.



## **WILCOHESS MEMBER PROGRAM**

SCTPA is proud to partner with WILCOHESS and Mike Gordon, Fleet Sales Director, to offer this new member benefit program.

Fuel is a tremendous expense now. Any savings that can be achieved is a benefit for your business. SCTPA looks for ways to deliver benefit programs to assist our members. This program may provide savings on your fuel costs.

While WILCOHESS does not have as great of a presence in South Carolina as North Carolina, there are 24 South Carolina locations where this program will be available for members. WILCOHESS will be looking to locate more fuel facilities in South Carolina.

With the available locations now, I feel many members can use and take advantage of this program and obtain fuel cost savings.

If you are interested in receiving the complete WILCOHESS program package, please contact the SCTPA office. An enrollment package will be mailed, faxed or emailed to members. *SCTPA ... serving our membership since 1999.*

Crad Jaynes  
President

### **SCTPA / WILCOHESS Program Package**

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*SCTPA/WILCOHESS Program / Credit Application*  
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*WILCOHESS Store Locations*

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# Treehuggers Against Trees

By Iain Murray

Thursday, May 1, 2008

With wildfires burning, it is useful to turn to the wisdom of the ancients. When the pioneers first entered the great forests of America, they found that the Native Americans had managed the forests for centuries. Their woodlands contained very few big trees—maybe fifty such trees per acre. Apparently the Indians had set regular, low intensity fires which burned away accumulations of undergrowth, deadwood, dying trees and particularly small trees growing between the big trees. The larger trees were unharmed, because of their thick fire-resistant bark. These fires kept the forest healthy by providing a barrier to disease.

The pioneers, however, used much more wood in their civilization than the Native Americans. They needed it for housing, for boats and river ships, for railroad sleepers, for carriages, and for town infrastructure. To them, fire was an enemy. Quick growth of new trees was important. Policies were put in place that suppressed all fire. This culminated in the creation of Smokey Bear in 1945. Three years later, his catchphrase was born: "Remember — only you can prevent forest fires."

The price was a degradation of the health of American forests. Private logging firms continued to keep forests healthy where they operated, by clearing out the underbrush and deadwood and harvesting trees to clear spaces between other trees. Where loggers did not operate, undergrowth and deadwood began to accumulate. These are dangerous, because small trees, for example, provide ladders for the fire to climb to reach the crown of mature trees, where the fires can take hold instead of being shrugged off by the thick bark below.

Meanwhile, more and more land came to be controlled by the federal government, and therefore came under the control of an under-funded bureaucracy.

In the 1970s, the birth of the environmental movement made American forest policies worse. Environmentalists are dogmatically opposed to man's interference with nature. They objected to the "unnatural" control of forest fires created by natural means—by lightning strike, for example. A new policy replaced the previous one of suppression of all fires. Natural fires were to be allowed to burn until they burned themselves out - a return to a natural cycle of death and regrowth. One environmental activist put it succinctly: "Save a forest; let it burn."

Environmental dogma combined with bureaucratic collectivism to create disaster. Superimposing natural-burn policies on top of a hundred-year accumulation of fuel was like leaving a tinderbox out in the sun.

This was why, in 1988, a million acres of Yellowstone National Park burned to the ground as the combination of overgrown forests and natural burn led to catastrophe. The Forest Service changed its policies, realizing it

needed to manage forests better. In 1998, the Service calculated it would need about \$725 million a year to clear out forests by "managed burns." Bill Clinton's Interior Secretary Bruce Babbitt appreciated the urgency of the problem. Following the wildfires of 2000, he said, "These forests are too thick. They're explosive, they're dangerous and the reason is that fire has been excluded for one hundred years and there is too much fuel in the forests, too many trees." In the 1890s, the average Ponderosa pine stand would have held twenty to sixty trees per acre. A century later, it holds three hundred to nine hundred trees.

Yet just as the scale of the problem became clear, environmentalists intervened again. Before the 1990s, commercial logging companies had been allowed access to the national forests for a fee that was placed in a trust fund, something that helped keep the forest service within budget and provided extra funds for fire control when needed. Moreover, logging represents a way to thin forests without the risk of managed burns. Loggers benefit, the forest benefits and the public and taxpayers benefit.

Liberal environmentalists, however, hate the idea that anyone should ever profit from a collectivized national resource like the forests. Throughout the past decade, using the Endangered Species Act and various other legislative devices, they reduced the amount of logging in national forests by some 80 percent. So the forest service's budget was squeezed just when it needed extra money. In 1991, 13 percent of its budget was spent on fire control, but by 2006 that had ballooned to 45 percent as a result of the loss of the logging fees.

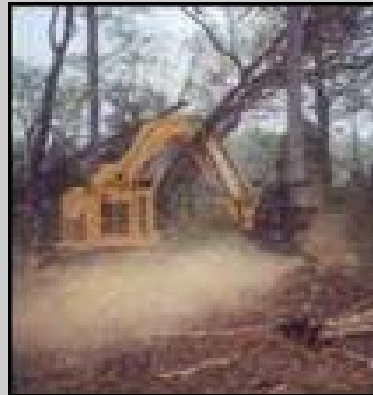
The wildfires we see year after year are in fact the result of well-meaning but foolish policies imposed to the detriment of forests, wildlife and people. It is time to cease bowing to the demands of DC-based environmental lobbyists. Otherwise, the forests of the west and those who live near them will continue to be at needlessly increased risk of wildfire.

This article is adapted from Chapter Four of *The Really Inconvenient Truths: Seven Environmental Catastrophes Liberals Won't Tell You About - Because They Helped Cause Them*, published by Regnery. Iain Murray also writes regularly at [www.openmarket.org](http://www.openmarket.org). Iain Murray is a Director of Projects and Analysis and Senior Fellow in Energy, Science and Technology at CEI.

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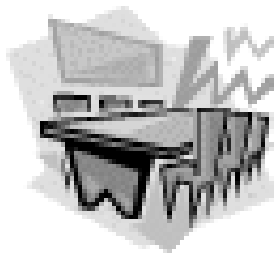
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## BOARD MEETING HIGHLIGHTS

**S**CTPA's board of directors convened at the SC Forestry Commission headquarters, Columbia, for the June 19<sup>th</sup> meeting. Highlights are:

- Vice Chairman Danny McKittrick called meeting to order with invocation provided by Billy McKinney. Board members absent were Tommy Barnes, Norman Arledge and Framp-ton Ferguson. Quorum present for board ac-tions.
- President updated the status of the Wood Sup-ply Research Institute regarding current fiscal status and reviewed the April 11<sup>th</sup> Annual Meeting in Myrtle Beach. Update on current research projects underway and update on the new projects approved by the 2008/09 Techni-cal Committee provided. Updated the status of the Decoupled Trucking projects in Alabama and South Carolina.
- President reviewed the Forest Resources Asso-ciation Annual Meeting and Biomass Confer-ence held in Myrtle Beach. Information distrib-uted from the meetings. Joe Young discussed the FRA meeting and provided overview of FRA's board meeting.
- President provided update of the Federal Woody Biomass Utilization Group Disaster Response Meeting held in Myrtle Beach April 15<sup>th</sup>. Attending the meeting representing log-gers were Danny Dructor, ALC, Ezell Castleberry, Castleberry Logging, Inc. and ALC President, and Crad Jaynes, SCTPA. Meeting was to organize and develop response plans in coordination with federal agencies to respond to wind and disturbances at multiple scales in the Eastern and Gulf Coast Regions of the U.S. Worked to develop response plans to involve professional loggers and others in re-moval, marketing and cleanup of woody bio-mass. Plans are being formulated now based on the meeting input by the U.S. Forest Service and U.S. Department of Interior.
- President reviewed the status of the associa-tion's Property & Casualty and Health insur-ance programs. Commission revenue had de-clined due to current market conditions and logger economics. The insurance program ad-ministering agency, Grady, Hayes & Bryant, Inc., had changed its name to Swamp Fox Agency, Inc.
- President reviewed the New 15% GVW Toler-ance Law allowing a GVW for unmanufactured forest products trucking on "state roads only" to 84,272. Also updated the New Strobe Light Law requirements. Both were effective May 21<sup>st</sup>. Strobe light enforcement by State Trans-port police effective July 1<sup>st</sup>. President noted his meetings with STP Captain Rick Shell re-garding the strobe lights that meet the law re-quirements. President noted that association had worked with Truck Supply Company of SC in Columbia to offer strobe lights. Board member Steve Thompson displayed a strobe light he had obtained from Lumastrobe Warn-ing Lights in Midland Park, New Jersey. Presi-dent also discussed the member Alerts that had been forwarded for the 15% Tolerance Law and the Strobe Light Law. President noted he was working with Marpac to develop an ac-ceptable strobe light similar to their Logger Strobe Light now available. President dis-cussed the Agricultural Exemption Member Alert that had been forwarded regarding the exemptions from SC Sales Taxes for loggers purchasing equipment parts and off road diesel fuel.
- President reviewed the March 5<sup>th</sup> SC Trucking Task Force Meeting information regarding the new flat digitized state license tag issuance be-ginning in July, bad check policy for DMV payments, Unified Carrier Registration proce-dures, and progress toward new DMV com-puter system to integrate licensing and DMV services improvements for credentialing of CDL licenses.
- President reviewed the TOP Task Force Meet-ing held in Columbia on March 13<sup>th</sup>. Updated TOP Class attendance, number of expiring SFI Trained individuals at end of 2008, persons convicted of timber theft attending TOP classes and use of new NCFA video on Critical, Threatened & Endangered Species for use in TOP classes.
- President reviewed the SC State Implementa-tion Committee Meeting held in Columbia on

*(Continued on page 26)*

May 29<sup>th</sup>. Reviewed agenda items discussed which were SIC budget, legislative issues, TOP Program, committee reports provided at meeting, regional SFI meeting attended by SIC Chairman Virgil Wall and state programs such as SC Teachers Tour, Wood Magic and Grow Some Green. President updated board as to the four newly elected Sustainable Forestry Board members: Roger Sedjo, Senior Fellow, Resources for the Future (environmental chamber); Mike Zagata, Executive Director & CEO, Ruffed Grouse Society (environmental chamber); Bob Luoto, Cross & Crown, Inc., Independent Professional Loggers & American Loggers Council (social chamber); Hank Ketchum, President & CEO, West Fraser Timber Ltd. (economic chamber). New SFB officers are: Chairman Rick Holley, President & CEO, Plum Creek Timber Company, Inc.; Vice Chairman Marvin Brown, Oregon State Forester; Secretary-Treasurer Mary Motlow, President & COO, Cumberland Springs Land Co. Joe Young reviewed the SFB meeting and reception held in Charleston.

- President updated the status of the federal Farm Bill regarding impacts to woody biomass, forestry and energy provisions.
- President and Joe Young reviewed the April 29<sup>th</sup> T.E.A.M. meeting held in Raleigh regarding the committee's progress toward an active website and progress on other projects regarding reducing logging equipment fire losses.
- President reviewed the ALC Spring Board Meeting in Washington, DC and the visits to South Carolina's Congressional and Senate members. Reviewed the agenda items and discussions of the ALC board meeting. Attending the spring visits and board meeting were Tommy Barnes, Danny McKittrick, Billy McKinney and Crad Jaynes.
- President reviewed the proposed project with WSRI partnering with the U.S. Endowment For Forestry & Rural Communities that was initiated by the January meeting in Atlanta. No progress thus far with reaching a consensus on a project, but work is continuing through the subcommittee appointed to develop a project. Joe Young informed the board as a subcommittee member the project had been tabled for now.
- President reviewed the ASET / AgTEC Fly-In to Washington, DC May 13 – 14 to lobby for a pilot project in 5 states (SC, GA, MN, WI, ME) to increase the GVW on Interstates to 97,000

pounds for a six axle tractor-trailer unit. Six groups visited Senators and House members from the pilot states. Bernie Deason, Smurfit Stone Container's Forest Resources Logistics Manager and SCFA Transportation Committee Chairman and Crad Jaynes, SCTPA, participated in the visits from SC. SC House members Joe Wilson and Gresham Barrett were on board with the proposal with favorable responses from John Spratt and Jim Clyburn. Staff members visited for Senators Lindsey Graham and Jim DeMint were receptive to the idea. ASET information packages were presented to each legislative member. Meetings were productive and a good foundation laid for moving this issue forward in the 2009 Transportation Reauthorization Bill.

- President reviewed the problem with SC Internal Revenue Service office now auditing loggers to recoup the 25% HVUT deduction for log trucks. IRS has visited one member and audited their books. SCIRS indicated that IRS is now going by the written code on the HVUT 2290 Form for the definition of qualified log trucks for the reduction. SCTPA is looking into the problem and has contacted FRA and IRS in Washington trying to resolve the issue.
- President reviewed the meeting and registration information for the upcoming American Loggers Council 2008 Annual Meeting to be in Montgomery, Alabama, September 25 – 27. Registrations available via SCTPA office and on line with ALC.
- President reviewed the upcoming SC Teachers Tour to be run June 24 – 27 out of Clinton. Teachers will visit logging job of Ideal Logging, wood manufacturing plants, tree farmers, landowners and forest management tracts. SCTPA president will be with tour during the week.
- President reviewed the survey to be forwarded to loggers by Chad Bolding at Clemson Forestry to survey loggers about the change in land ownership and tract parcelization.
- President reviewed the newly formed Western Piedmont Woody Biomass Utilization Group to work on a project through a grant received by George Kessler at Clemson University's Forestry Extension. Joe James with Agri-Tech Producers, LLC is associated with the project to initiate a project in eleven western SC piedmont counties for woody biomass education and economic development. SCTPA is participating in this group.
- President reviewed the association financials for





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(Continued from page 26)

January 1 - May 31. 2008 membership dues were \$13,040 lower than the same 2007 period. 2008 gross revenue was \$13,014.47 lower than the same 2007 period. 2008 expenses were \$19,867.08 lower than same 2007 period. Financials indicated a small positive balance.

- Next board meeting is August 29, 2008 at 10:00 a.m. at the SC Forestry Commission headquarters, Columbia.

## FARM BILL OFFERS FEDERAL RELIEF FOR LOGGERS

By Marshall Helmberger  
Tuesday  
July 01, 2008

**A** small organization of northern Minnesota loggers and truckers has scored a major political victory that will have implications across U.S. timber country.

While the Farm Bill, which passed earlier this month on a presidential override, drew headlines for its benefits to the agricultural sector, a little-noticed amendment to the bill will provide real help to loggers pinched by overpriced federal timber contracts.

The amendment was crafted by Congress after members of the Minnesota-based Associated Contract Loggers and Truckers traveled to Washington to seek relief for members who faced huge financial losses or bankruptcy due to timber contracts that they had purchased during a period of tight supply that quickly turned into a glut as the housing market collapsed.

While the US Forest Service has long had a provision that allowed for redetermination of federal contracts under such circumstances, ACLT Executive Director Scott Dane said problems in the old law, especially the use of inaccurate price indexes and unforgiving default provisions, were preventing the Forest Service from offering relief.

The federal contracts required that if contract

holders defaulted, they were liable for the full value of the contract, he said. It was just going to bankrupt loggers, he said, and provide further punishment for area wood mills that had contracted for federal timber as well.

Dane said the states top officials in Washington were receptive to the loggers concerns and quickly set up a meeting with Forest Service officials. We explained the situation and they agreed with us, said Dane, but Forest Service officials said changing the rules would take an act of Congress.

Dane credited the states congressional delegation, particularly Sens. Amy Klobuchar and Norm Coleman, along with Reps. Jim Oberstar and Collin Peterson, who represents northwestern Minnesota and chairs the House Agriculture Committee.

The amendment was included in the Senate version of the Farm Bill and the measure was ultimately added to the final version in a House-Senate conference committee. The final bill was passed in May, but a veto by President Bush forced an override vote, which was achieved earlier this month.

One year after traveling to D.C., it was successfully passed, said Dane.

While the measure originated with the ACLTs efforts, Dane said the proposed changes drew substantial support from timber industry around

(Continued on page 30)

*(Continued from page 29)*

the country and the legislation was modified on several occasions to address issues in other regions of the U.S.

As a result of the new law, which took effect immediately, most federal contracts on the Superior and Chippewa national forests will likely be adjusted. Contract holders have already requested readjustment on 34 of 38 qualifying sales on the Superior, according to Forest Service spokesperson Kris Reichenbach. Its very safe to say that that's a large chunk of our timber volume, she said.

How much those contracts will be reduced remains to be seen, but Reichenbach said the new rates will take into account both the drop in the value of timber stumpage as well as the sharp run-up in fuel prices, which is making more remote sites less economical for harvest.

Keeping it economical for operators is important, said Reichenbach. We want to see these contracts be successful, and the farm bill gave us some options we didn't have before, she said.

For those contract holders who can't afford the adjusted prices, or who have gone out of business as a result of the downturn, the new law makes default less onerous. While contract holders were once liable for the full price of contracts, the new law requires a 30 percent penalty based on the bid up price of contracts.

But Reichenbach said the Forest Service is hoping to keep sales viable through price readjustment. We would rather not have to go through the process of readvertising a project. That's a major investment and would mean an even longer delay in accomplishing our management goals, she said.

According to Dane, the change in Forest Service policy will help some loggers continue to hang on through the difficult market conditions.

Dane said the high demand for timber as recently as 2006 had pushed aspen stumpage prices into the \$60-\$70/cord range in many cases, levels that proved unsustainable when the housing market collapsed later in the year, forcing the shutdown of board plants in the region.

Today, aspen stumpage is priced at under \$20/cord in many cases and many timber sales have gone unsold in recent weeks.

The Forest Service's ability to readjust prices accordingly will save loggers in the Lake States region millions of dollars, said Dane.

Reichenbach said Forest Service officials are hoping it will provide enough help to make a difference.

We're hoping this will keep businesses alive until things get better.

## **GREATEST VALUE OF FORESTS IS SUSTAINABLE WATER SUPPLY REPORT SAYS**

The National Research Council has released a report stating the forests of the future may need to be managed as much for a sustainable supply of clean water as any other resource; however, forest resources will offer no "quick fix" to the insatiable, often conflicting demands for this precious resource.

The research team says this new view of forests is evolving, as both urban and agricultural demands for water continue to increase, and the role of clean water from forests becomes better understood as an "ecosystem service" of great value.

There are many factors working to influence water supplies from forests; changing climate, wildfires, insect outbreaks, timber harvest, roads, and even urban sprawl.

It is possible the management and preservation of forests will help sustain water supplies and water quality

*(Continued on page 31)*

from the nation's headwaters in the future but forest management is unlikely to increase water supplies.

"Historically, forest managers have not focused much of their attention on water, and water managers have not focused on forests," said Julia Jones, a professor of geosciences at Oregon State University, and vice chair of a committee of the National Research Council, which today released a report on the hydrologic effects of a changing forest landscape. "But today's water problems demand that these groups work together closely."

"Because forests can release slightly more water for a decade or so following timber harvest, there have been suggestions that forests could be managed to increase water supplies in some areas," Jones said. "But we've learned that such increases don't last very long, and often don't provide water when you need it most."

The science of how forest management affects water quantity and quality has produced a solid foundation of principles. The forests in the United States are changing rapidly, and additional research may reveal ways to provide a sustainable flow of fresh, clean water.

Changes in water supplies from forests due to climate change are a particular concern, and water supplies may already be affected by increased fire frequency and insect or disease epidemics. Many such factors require more study, they said.

Among the findings of the report:

- Forests cover about one-third of the nation's land area, and although they have roles in timber production, habitat, recreation and wilderness, their most important output may be water.
- Forests provide natural filtration and storage systems that process nearly two-thirds of the water supply in the U.S.
- Demand for water continues to rise due to population growth, while forest acreage is declining and remaining forest lands are threatened by climate change, disease epidemics, fire and global climate change.
- Forest vegetation and soils, if healthy and intact, can benefit human water supplies by controlling water yield, peak flows, low flows, sediment levels, water chemistry and quality.
- Increases in water yield after forest harvesting are transitory; they decrease over time as forests re-grow, and in the meantime water quality may be reduced.
- Impervious surfaces such as roads and road drainage systems increase overland flow, deliver water directly to stream channels, and can increase surface erosion.
- Forest chemicals, including those used to fight fire, can adversely affect aquatic ecosystems, especially if

they are applied directly to water bodies or wet soil.

- One of the biggest threats to forests, and the water that derives from them, is the permanent conversion of forested land to residential, industrial and commercial uses.

The report outlines a number of research needs for the future, especially to improve specific predictions about the implications of forest harvests, disturbances by fire, insects and disease, climate change, land development, and shifts in forest species composition.

Modern forest practices have helped to protect streams and riparian zones, but more needs to be learned about the implications of such practices as thinning or partial cuts, development of best management practices could help balance timber harvest with sustainable water flow and quality.

Global warming affects timing and amount of snow-melt runoff, wildfires, and insect and disease outbreaks and is a huge variable.

As well, the study cited the value of watershed councils and citizen groups in getting more people involved in water, stream and land management issues at a local level, increasing the opportunities for all views to be considered, and conflicts avoided.

Support for this project, which involved numerous representatives from academia and private industry in the U.S. and Canada, was provided by the U.S. Department of the Interior and the Department of Agriculture. The National Research Council is operated by the National Academy of Sciences. This is one of the first major studies on forests and water since a U.S. Forest Service project in 1976, the authors noted.

"Times have changed," the authors wrote in the report. "Thirty years ago, no one would have imagined that clear cutting on public lands in the Pacific Northwest would come to a screeching halt; or that farmers would give up water for endangered fish and birds; or that climate change would produce quantifiable changes in forest structure, species and water supplies."

Those changes demanded a new assessment of current conditions, an understanding of rising tensions, and an evaluation of future needs.

The full report is available at  
<http://www.digitaljournal.com/article/257442>

# Teachers Tour Photos ...



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(l-r) Ideal Logging's Robert Salley, Hancock Forest's Anthony Wood & Danny McKittrick, McKittrick Timber & SCTPA Board Member.



Brenda Jaynes (right) talks sustainable forestry at the Sponsor's Reception



Dean Carson describes engineered wood products.



Cooking steaks at Big Pine.

(l-r) Bob Scott, SCFA, Susie Byrd & Brenda Jaynes (Ronnie's and Crad's "better halves") at the Sponsor's Reception







... and More Photos!



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# Mark Your Calendar

## AUGUST 2008

- 14 TOP Risk Management, Morning Class. TOP Business Advancement Afternoon Class, Horry-Georgetown Tech. College, Georgetown. Contact Susan Guynn, Clemson Extension, 864-656-0606.
- 26 Newberry District 2 & Saluda District 1 Legislative Appreciation Dinner & Meeting, Mt. Bethel Garmany Community Center, Newberry, 7:00 p.m. Contact Rita Cromer, 803-276-0486 or SCTPA office.
- 28 SCTPA Board Meeting, 10 a.m., SC Forestry Commission, Columbia.

## SEPTEMBER 2008

- 3, 4 TOP 3 Day Classes, Georgetown. Contact Susan Guynn, Clemson Extension, & 11 864-656-0606.
- 16 Upstate District 4 Meeting, Fatz Café, Easley, 7:30 p.m.
- 22 Union Area District 3 Meeting, Midway BBQ, Buffalo, 7:30 p.m.
- 23 Newberry District 2 Meeting, Mt. Bethel Garmany Community Center, Newberry, 7:00 p.m.
- 25-27 American Loggers Council Annual Meeting, Montgomery, Alabama. Contact SCTPA office or [www.americanloggers.org](http://www.americanloggers.org) for registration information.
- 29 Laurens/Greenwood District 5 Meeting, Hummingbird Café, Laurens, 7:30 p.m.
- 30 Chester/Catawba District 3 Meeting, Front Porch Restaurant, Richburg, 7:30 p.m.

## OCTOBER 2008

- 6 Saluda/Edgefield District 1 Meeting, Matthews BBQ, Saluda, 7:30 p.m.
- 7 Moncks Corner District 8 Meeting, Gilligans At The Dock, Moncks Corner, 7:30 p.m.
- 13 Lugoff/Midlands District 10 Meeting, Western Sizzlin, Lugoff, 7:30 p.m.
- 14 Walterboro/Low Country District 6 & 7 Meeting, Longhorn Steakhouse, Walterboro, 7:30 p.m.
- 16 Georgetown/Coastal District 9 Meeting, IP Mill Hut, Georgetown, 7:00 p.m.
- 22 TOP Safety Management for Loggers Class, Columbia. Contact Susan Guynn, Clemson Extension, 864-656-0606
- 23 TOP Harvest Planning, Columbia. Contact Susan Guynn, Clemson Extension, 864-656-0606.
- 28 Newberry/Fairfield District 2 Meeting, Mt. Bethel Garmany Community Center, Newberry, 7:00 p.m.
- 30 SCTPA Board Meeting, SC Forestry Commission, Columbia, 10:00 a.m.

### PLEASE NOTE:

Event & meeting dates may change. Notices are mailed prior to SCTPA events. SCTPA events & meetings qualify for SFI Trained Continuing Education Credits.

### Need Training & SFI Trained Credits?

SCTPA can provide training programs for members for SFI Trained Continuing Education Credits. Programs offered for safety, driver training, equipment lockout & tagout, hazardous materials spill control on logging sites and forestry aesthetics.

Truck Driver Training Workshops will be scheduled. Watch the Mark Your Calendar section of this newsletter for dates. Notices for SCTPA workshops & events will be forwarded.

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### ***Our Mission***

The **Mission** of the *South Carolina Timber Producers Association* is to serve as the voice for timber harvesting and allied timber businesses to advance the ability of its members to professionally, ethically, efficiently, safely, environmentally and profitably harvest, produce and transport timber to meet the timber supply demands of our state by providing continuing educational and training opportunities, distributing timber harvesting, hauling, manufacturing and selling information, representing our members in national and state-wide legislative activities, and aggressively promoting, supporting and conducting programs of state, regional and national advocacy.