



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

3RD QUARTER 2022

## Get In the Wheelbarrow

By: Scott Dane – Executive Director, American Loggers Council

**S**uperbowl Champion Quarterback Kurt Warner sent a letter to the American Loggers Council that was shared at the Annual Conference. In it, Kurt conveys a story regarding a symbolic reminder to the 1999 Superbowl Champion, St. Louis Rams football team during their practices. Their coach Dick Vermeil had a blue wheelbarrow on the sidelines. It was a visual motivational reminder to inspire the team and was based on the following story:



**There once was a man who traveled from town to town performing a tightrope act. In one town he proclaimed that he would walk on a rope spanning a nearby wide river canyon. He boasted he would do it pushing a wheelbarrow.**

**Townsfolk didn't believe him, so he practiced flawlessly just five feet off of the ground on a rope tied between a pair of trees. After seeing the tightrope walker practice one farmer said he believed the man could cross the river canyon. He even bet \$10 to prove his faith in the man's skills.**

**The man asked the farmer if he really had faith that he could do it? The farmer said, "I sure do."**

**The tightrope walker said, "Okay, get in the wheelbarrow!"**

The moral of the story is some believers stand on the sidelines and believers that get in the wheelbarrow. Kurt's letter closes with:

**"Success in any field begins with faith. Faith in yourself. Faith in your teammates. Faith in coaches. And in my case faith in God. The championship teams that I played with had faith. We climbed in the wheelbarrow together. So – Keep the Faith"**

(Continued on page 2)

## Inside ...

ALC - Get in the Wheelbarrow	Cover
2022 ALC Meeting	4
ALC Meeting Photo Gallery	6-7
As We See It ... July 2022	9
Forestry Mutual Press Release	10
As We See It ... April 2022	11
Welcome New Members	12
SCTPA 2023 Annual Meeting	13
Wood Supply Chain Inflation Series Issue #3: Arcola Logging Co., Inc.	14
Pulpwood Paradise	16
National Loggers Day	18
SC Forestry Commission - BMP Cost Sharing Program	21
SC Appellate Court Limits Use of Drug Charges as Evidence in Negligent Hiring Claim	23
The Dangers of Contaminated Air Supply	26
The Cradle of Forestry In America	34
Timber Hauling - A New Goodyear Tire Program	36
SCTPA Congratulates Great Woods Companies	37
Mark Your Calendar	39



*(Continued from page 1)*

Kurt Warner was an American underdog who got his chance to play for the St. Louis Rams in 1999 after having been passed over by other teams. The American Loggers Council got its chance in St. Louis Missouri in 1994 when the “team” was formed by a bunch of American underdogs who had faith – faith in themselves, faith in each other and faith in God. They got in the wheelbarrow together and over the past 28 years crossed many canyons while building a championship team. They didn’t stand on the sidelines, they got in the game. They took the hits, but they carried the ball and scored! The American Loggers Council is a championship team!

Kurt also autographed a poster titled Legacy which said:

**“Legacy – Live a Life that Inspires Others to Dream Bigger, Try Harder, Do Better and Accomplish the Unexpected.”**

Those that came together to form the American Loggers Council in Missouri in 1994 have left a legacy because they inspired others to dream bigger, try harder, do better and accomplish the unexpected. They had faith and got into the wheelbarrow. Today’s American Loggers Council is their legacy. Some of them were in Branson and were recognized. Representing the first President, Earl St. Johns was his grandson, Jordan St. Johns, and his great-grandson. Also present and recognized were inaugural representatives Jim Carey (MI) and Eric Mayranen (MN) and Charles Johns (FL). Representing Marvin Zuber (OR) was his son, Bruce Zuber, Western Regional Representative of the American Loggers Council.

The legacy of the American logger has been recognized. It was announced at the conference that a Resolution was introduced in the U.S. Senate to designate October 12th as National Loggers Day. This resolution honors the American Logger for their role in building America; producing products for Americans from the renewable timber harvested; creating jobs; and forest management which results in healthy forests that provide recreational opportunities, animal habitat, clean water, carbon sequestration and reduction of wildfires. The designation of this National Loggers Day was achieved because (team) members of the American Loggers Council worked together to garner this overdue national recognition. So loggers, on October 12th, take a moment to proudly reflect on what you do, on what your fathers and grandfathers did, and how it contributes to building America every day. Without loggers, America would not be the great country it is today. You are an American legacy.

Kurt Warner and his wife Brenda run the First Things First foundation which is dedicated to impacting lives in a lasting way by promoting Christian values, sharing experiences, and providing opportunities to encourage everyone that all things are possible when people seek to put “first things first”. When Kevin Smith, American Loggers Council Director of Communications and Marketing, contacted the First Things First Foundation and explained to them that the American Loggers Council is the national sponsor of the Log-A-Load For Kids program and that we would be holding a fundraising auction at the conference, Kurt responded with the letter and autographed Legacy poster.

With great success comes great responsibility. Kurt Warner accepts this and so does the American Loggers Council. The ALC has been blessed with success, and, like Kurt, appreciates the responsibility to help others and impact their lives in a positive way. The Log A Load For Kids auction raised over \$56,000! In addition, an impromptu auction to support a logger dealing with cancer was conducted. The two items (autographed Duck Dynasty duck calls and Stihl chainsaw) that were donated were auctioned – donated back – then reaucted - numerous times, raising a total of \$38,000.

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**The outpouring of support and generosity demonstrated by loggers from across the country for children in Missouri and a logger in Louisiana was a testimony of the character of the logging community and family.**

Two-hundred and fifty timber industry representatives came to Branson Missouri from across the country to represent the American logging industry. They met to discuss and explore “Tomorrow’s Timber Industry”. To share ideas and thoughts, much like loggers did 28 years prior when they formed the American Loggers Council, to ensure that there is a viable future for the next generation. They came together to be responsible corporate stewards and support their communities. They came together to be part of a team, a winning team, and to make a difference – and what a difference they made!

The American Loggers Council now represents loggers in 38 states. If you are reading this, and you are not a member of your state logging association or the American Loggers Council, don’t be a believer that stands on the sidelines, be a believer that gets in the wheelbarrow. Be a part of the team!







## MORE ABOUT 2022 ALC MEETING

Two hundred and fifty timber industry representatives gathered from across the country for the 28th Annual Conference and Membership Meeting. In 1994, loggers gathered in St. Louis, Missouri to form the organization. This year's meeting was held in Missouri because it was canceled in 2020 due to COVID during then ALC President Shannon Jarvis's term.

(OR), and Jean Pierre Fontenot (OR).

Thursday morning after a breakfast sponsored by HIAB, 160 participants experienced Missouri logging and culture with a live logging demonstration site visit hosted by John Deere, lunch at the renowned Lambert's Café "Home of the Throwned Rolls" sponsored by Specialty Program Solutions Insurance, and then a visit to the home and headquarters of Bass Pro Shops in Springfield. The three busloads of timber industry representatives were greeted by a jumbotron welcoming the American Loggers Council to the Wonders of Wildlife. The group was admitted to the Aquarium and Wildlife Museum and received by officials of Bass Pro Shops. The ALC thanked Bass Pro Shop for hosting/sponsoring the conference participants and expressed the common interests of conservation that Bass Pro Shops advocates and American loggers support through sustainable forestry practices.



It is a tradition for the outgoing president to host the ALC Annual Meeting. Shannon and Shawnee Jarvis, in conjunction with the Missouri Logging Council / Missouri Forestry Association, hosted this record-breaking event in beautiful Branson. They incorporated many aspects of "Missouri" to ensure the participants experienced the Missouri culture and hospitality as they proudly lived up to the Missouri "Show-Me" state motto. They definitely showed everyone a great time!

The Conference kicked off with an "Axe Throwing" social that pitted teams from the East, South, Midwest and West vying for bragging rights. Honors were claimed by the West Team of Tim Christopherson (ID), Mark Mahon (ID), Matt Hegerberg

The President's Reception, sponsored by John Deere Financial, included a letter from Superbowl Champion St. Louis Rams Quarterback Kurt Warner welcoming loggers to Missouri. The correlation between the ALC start in St. Louis in 1994 and Kurt Warner's start in St. Louis in 1998, and the fact that both were "American Underdogs", was drawn. Additionally, Kurt provided an autographed poster "Legacy – Live a Life that Inspires Others to Dream Bigger, Try Harder, Do Better and Accomplish the Unexpected." These items were donated to the Log A Load For Kids auction.

An announcement was made at the President's Reception concerning a Resolution heard earlier that day in the U.S. Senate establishing "National

Loggers Day” on October 12th. A copy of the Resolution was read to the participants recognizing that for the first-time loggers and the logging industry would be officially recognized annually on October 12th. This recognition was based on the historic contribution that the logging industry has made to the U.S. for hundreds of years, the economic impacts, the environmental benefits, and the products used by people every day – all of which are based on the services that loggers perform as the tools of forest management.

Friday's breakfast was sponsored by Morbark and lunch was sponsored by Komatsu. A full day of seminars tied to the theme “Tomorrow’s Timber Industry” explored new ideas of how the business model could be improved to ensure that all sectors are viable and sustainable. Issues such as antitrust, contract law, timber cooperatives, public image, new ways to do old things, and new emerging markets were presented. The sessions closed with a lighthearted animated video about the need for change from the 1990s “Who Moved My Cheese”, but replaced conceptually with “Who Moved My Trees”. Although “change” was emphasized for “Tomorrow’s Timber Industry” the theme dovetailed into a recognition that the next generation of loggers represents the future.

Friday evening banquet was sponsored by Peterbilt. After the banquet, a Log-A-Load For Kids live and silent auction raised \$56,000 for the Missouri Children’s Miracle Network Hospital. A separate auction was held for a brother logger from Louisiana who is dealing with cancer. A Duck Dynasty autographed duck call display donated by Skeet from Louisiana and a chainsaw donated by the Louisiana Loggers Association and Stihl raised over \$38,000. The chainsaw was auctioned and then donated back for a total of 10 times!

Saturday morning, after breakfast sponsored by HIAB, the Board of Directors meeting and Membership meeting were held to set the budget and elect 2023 Officers.

The Awards Luncheon, sponsored by CAT, recognized the American Loggers Council National Activist Award presented to Bobby and Lori Goodson, and the American Loggers Council President’s Award which was presented to Tom Trone for his exceptional strategic leadership in guiding the American

Loggers Council forward to where it is today.

The President’s Farewell Dinner, sponsored by McCoy Construction and Forestry, recognized the Timber Harvesting Logging Business of the Year,



Great Woods Companies, Bob and Cindy Lussier. Bob and Cindy brought their entire crew and recognized their contribution to earning this award.

In returning to Missouri – Where It All Began the Founders were recognized for their vision of “Tomorrow’s Timber Industry” back in 1994 which is why the American Loggers Council exists today. Representing the first President, Earl St. Johns, were his grandson, Jordan St. John, and his great-grandson. Also present and recognized were inaugural representatives Jim Carey (MI) and Eric Mayranen (MN) and Charles Johns (FL). Representing Marvin Zuber (OR) was his son, Bruce Zuber, Western Regional Representative of the American Loggers Council. All were presented plaques and an ALC Challenge Coin.

During the Roll Call of States, Alabama, Louisiana, and South Carolina were heavily represented with Louisiana earning bragging rights as the state with the loudest attendance. SC Timber Producers Association was represented by Great Woods Companies’ Bob and Cindy Lussier and their logging crew and SCTPA President Crad Jaynes and wife Brenda.

The evening and conference culminated with the passing of the gavel from President Tim Christopher-son (ID) to new President Andy Irish (ME). Tim was thanked for his leadership during the past transitional and pandemic period with a plaque and Loggers Edition Rifle. Andy assumed the President’s position and shared his vision for his term.

The 2023 American Loggers Council Annual Conference and Membership Meeting will be held in Maine the first week of October.



# Photo Gallery



Missouri Logging



Idaho logger Tim Chrstopheron passes gavel to Man logger Andy Irish.



Logging Panel



Minnesota logger Peter Wood & *Let The*



Great Wood Companies team



Great Woods Companies team and family





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## ***AS WE SEE IT ... JULY 2022***

### ***MISSOURI, GOING BACK TO WHERE IT ALL BEGAN***



Scott Dane

By: Scott Dane — Executive Director, American Loggers Council

In 1994, loggers from across the country met in St. Louis, Missouri to discuss forming the American Loggers Council, hoping to provide a national voice for the logging sector of the forest products industry. The meeting was precipitated by the American Forests and Paper Association rolling out the Sustainable Forestry Initiative. A program which was initiated without any input from the logging sector, with disregard for the fact that the burden of implementation and compliance was going to lay primarily upon the loggers.

Spearheaded by Earl St. John, and thirty-three other logging leaders from across the country, the meeting was convened, and over the course of a few days the framework of the American Loggers Council was developed.



That was a gutsy move, especially considering that loggers were expected to be seen and not heard within the industry. Though loggers had previously been silent and fragmented, these leaders stood up and said, “We are going to be heard. We are not going to be dismissed and ignored. We are going to be represented!”

As we’ve recently celebrated Independence Day, it is good to recall that the founders of the American Loggers Council, like the founders of the United States, similarly risked personal ramifications, but still, “pledged to each other our lives, our fortunes, and our honor.” In retrospect the risk was worthwhile, as with our nation, so it has been for our organization. The battle belongs to the brave.

Today, the American Logging Council is unquestionably the NATIONAL VOICE OF THE AMERICAN LOGGERS, representing over 30 state and regional associations, nearly 100 Individual Logger Members (ILM), and all major primary industry vendors. You, as a stakeholder in the timber industry, are represented from coast to coast, north to south, from the landing to the halls of Congress.

# PRESS RELEASE

Forestry Mutual Insurance Company



**FORESTRY MUTUAL**  
INSURANCE COMPANY

## AM Best Upgrades Credit Ratings of Forestry Mutual Insurance Company

### FOR IMMEDIATE RELEASE

**OLDWICK - AUGUST 30, 2022 12:20 PM (EDT)** AM Best has upgraded the Financial Strength Rating to A- (Excellent) from B++ (Good) and the Long-Term Issuer Credit Rating to "a-" (Excellent) from "bbb+" (Good) of Forestry Mutual Insurance Company (FMIC) (Raleigh, NC). The outlook of these Credit Ratings (ratings) has been revised to stable from positive.

The ratings reflect FMIC's balance sheet strength, which AM Best assesses as very strong, as well as its adequate operating performance, limited business profile and appropriate enterprise risk management (ERM).

The ratings upgrade reflects the sustained improvement in FMIC's balance sheet strength, which is supported by risk-adjusted capitalization at the strongest level, as measured by Best's Capital Adequacy Ratio (BCAR). The improved assessment is the result of several factors: strong policyholder surplus growth over the past five-year period; solid liquidity metrics; favorable loss reserving trends; and the maintaining of a solid reinsurance program with a manageable retention. Further, surplus growth, coupled with a lower premium base, has led to declining underwriting leverage measures. AM Best expects that FMIC's operating profitability will continue to increase the company's surplus base prospectively.

The ratings also reflect FMIC's adequate operating performance, which is supported by disciplined underwriting practices and a conservative investment strategy. The limited business profile reflects the company's position as a monoline workers' compensation writer for the logging and forestry industries, which exposes it to risks associated with the timber industry, such as changes in demand for wood products. AM Best considers the company's ERM framework and risk management capabilities to be appropriate for its risk profile. FMIC is recognized for its aggressive safety and loss control processes, along with a commitment to long-term stability for its members.

**This press release relates to Credit Ratings that have been published on AM Best's website. For all rating information relating to the release and pertinent disclosures, including details of the office responsible for issuing each of the individual ratings referenced in this release, please see AM Best's Recent Rating Activity web page. For additional information regarding the use and limitations of Credit Rating opinions, please view Guide to Best's Credit Ratings. For information on the proper use of Best's Credit Ratings, Best's Performance Assessments, Best's Preliminary Credit Assessments and AM Best press releases, please view Guide to Proper Use of Best's Ratings & Assessments.**

AM Best is a global credit rating agency, news publisher and data analytics provider specializing in the insurance industry. Headquartered in the United States, the company does business in over 100 countries with regional offices in London, Amsterdam, Dubai, Hong Kong, Singapore and Mexico City.





# AS WE SEE IT ... APRIL 2022

## MATURE AND OLD-GROWTH TREES DEFINING AMBIGUITY



Scott Dane

By: Scott Dane – Executive Director, American Loggers Council

**O**x-y-mo-ron: a figure of speech in which apparently contradictory terms appear in conjunction and are self-contradictory. Such as Responsible Government, in this case – Forest Management.

Washington DC has been described as embodying the best of northern hospitality and southern ingenuity. Not necessarily the epitome of functionality. On “Earth Day” President Biden signed an Executive Order directing the Forest Service and Department of Interior to “define, identify and complete an inventory of old-growth and mature forests on Federal lands.”

It is the “defining” of old-growth and mature timber where the concern should be for the forestry professionals and forest products industries. The variations in regions, species, management practices and numerous other factors create such a level of ambiguity (the quality of being open to more than one interpretation; inexactness) that it is impossible to define a single standard. Hence, defining the undefinable and the oxymoron - defining ambiguity.

Regardless “Old-Growth” has been employed by anti-forest management groups to obstruct forest management to the point of predisposing millions of acres to burn annually. All in the name of protecting the forests. Now throw “Mature Forests” into the equation.

**The Climate Forests Coalition, a group of dozens of environmental organizations including Environment America, the National Resource Defense Council, the Center for Biological Diversity, and the Sierra Club prepared a report claiming that logging is the greatest threat to mature and old-growth forests.**

The objective of this exercise in defining Old-Growth and Mature Forests is evident: further obstacles to federal forest management. Significant

restrictions and limitations already exist regarding Old-Growth forests on federal land. The addition of the new category of “Mature Forests” opens a Pandora’s box that would create a new weapon in the arsenal of regular legal challenges to federal forest management efforts.

**“Commercial forests are often grown to maturity and then harvested before they reach old-growth status” Len Montgomery, Environment America Public Lands Director.**

The irony of this statement is very revealing in that it would advocate that “mature” timber not be harvested in order to allow it to reach “old-growth” status, at which time it cannot be harvested either. This would suggest that timber should be harvested before it reaches maturity, which would be contrary to the position that mature timber is necessary to develop old-growth timber because, under that premise, immature timber must be protected to allow it to become mature timber and later old-growth timber. Hence, under the guise of old growth and mature forest scrutiny, no timber harvest on public lands is the ultimate objective of opponents of professional forest management.

For a government that professes to follow the science, I would suggest that they consider Silviculture. Generally, silviculture is the “science” and art of growing and cultivating forest crops, based on a knowledge of silvics (the study of the life history and general characteristics of forest trees and stands, with particular reference to local/regional factors). The focus of silviculture is the control, establishment, and management of forest stands. The primary benefits of silvicultural practices are; it produces abundant raw materials for the forest products industry; it increases forest cover which is necessary for the conservation of wildlife; and it maintains a perfect water cycle in nature.

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(Continued from page 11)

The practice of silvicultural-based forest management identifies the process as a stand that is tended, harvested, and re-established. Silviculture is a cycle that requires all aspects of the process to be completed. The harvest age class cycle is based on maturity, which varies from region and species.

The science of silviculture identifies the optimal point, and maturity, at which timber should be harvested. Mature trees are those that have reached their maximum product value, or the point where vigor, health, or growth are declining. Harvesting timber after the point of maturity renders dead, rotten, and diseased forests that are prone to diminish the merchantable value.

Therefore, any consideration defining Mature Forests and Old-Growth Forests, must be based on the science of silviculture and not an environmental agenda of no timber management or harvest. The latter is not scientifically based and is an obvious attempt at creating another false premise to obstruct science-based silviculture forest management practices.

**“You must remember that the forest which contributes nothing to the wealth, progress, or safety of the country is of no interest to the government”,  
President Theodore Roosevelt, America’s  
“Conservation President”, 1903 speech to the Society of American Foresters, the USDA and the DOI.**

This is an exercise in semantics that will accomplish nothing positive toward the forest management goals and objectives of the United States. Implementation of language defining “Mature Forests” will, on the contrary, “create forests which contribute nothing to the wealth, progress or safety of the country, and should be of no interest to the government.”

In conclusion, if the USDA/USFS and DOI were to dangerously attempt to define “Mature Forests”, without basing it on the facts and science, it is merely a pandering exercise in futility that would contribute nothing to the objective of improving forest health and reducing wildfires by forest professionals, but instead would result in another obstruction to federal forest management objectives and healthy forests.

## WELCOME NEW MEMBERS

SCTPA welcomes our New Members & Restart Members.  
Your support is appreciated.

Nolan Timber, LLC, Society Hill  
John R. Frazier, Inc., Newberry  
Land And Timber, LLC, Greenwood  
Gary McClam Logging, Inc., Kingstree  
Coleman Brothers Logging, LLC, Edgemoor  
Cox Forest Products, LLC, Woodruff  
Southern Pines Insurance, Inc.  
Double K Farms, Denmark

Ken Sheppard, Elgin  
John R. Williams, Barnwell  
Justin Crim, Sycamore  
Ricky Still, Barnwell  
Johnathan Rowell, Allendale  
Ronnie Slater, Hampton  
Jerel Freeman, Estill  
David Still, Fairfax

*Dedicated representation & service to the professional timber harvesting segment of  
South Carolina’s forest products industry.*







## SC Timber Producers Association 2023 Annual Meeting *February 24 - 26, 2023*



**T**he 2023 SC Timber Producers Association will conduct its 2023 Annual Meeting February 24 – 26, 2023 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.

Preparations are underway for our 2023 annual meeting. We are excited to get together again and have a more relaxed atmosphere since the Covid threats have somewhat subsided. The virus threats are still out there, but hopefully not in the magnitude of past years. We'll follow safety protocols as usual.

We'll have a full line up of speakers to provide updates and information for everyone. Exhibitors will be on hand both in the conference center and in the parking lot for trucks, trailers and equipment.

A SCTPA board of directors meeting will be held Friday at 1:00 p.m. with meeting registration on Friday afternoon at 3:00 p.m. Friday's Welcome Reception will feature entertainment and food and we'll do another Live Auction. Our Silent Auction will again be held with plenty of nice items for bidding.

Our Saturday morning General Session speakers will be... Todd Martin, Southern Loggers Cooperative President, to discuss fuel logistics since everyone is being hit by the high fuel costs. Dr. Joe Conrad, Associate Professor for Forest Operations, Warnell School of Forestry and Natural Resources, University of Georgia, to present his research projects regarding log truck usage on interstate systems and log truck auto liability insurance costs. Toni McAllister, Executive Director Louisiana Loggers Association, will present the tort reform efforts and reforms done in Louisiana that assisted the logging industry. Bob Lussier, Team Safe Trucking President, will update the organization's efforts to assist in the forestry transportation sectors. Attorney Stephen Setliff, Setliff Law, will provide his Protecting Your Business presentation to assist business owners in making the correct decisions and plans for their business protections.

Our Saturday luncheon will feature speakers, our association business session and awards. Speakers

will be... Peter Wood, a logger from Canyon, Minnesota and host of his radio show "Let The Sawdust Fly." Peter spoke at the American Loggers Council annual meeting and talked about his radio show and how it's assisted in building a more positive image for their state's logging industry and helped educate the public. Scott Dane, American Loggers Council Executive Director, will report on the ALC's efforts in Washington DC and provide other issue updates. Rick Quagliaroli, President Swamp Fox Agency, will update the logger owned captive insurance company, Forestry Insurance Company of the Southeast, and the captive's successes for helping loggers control and reduce auto liability and general liability insurance costs and manage their truck fleets.

Saturday afternoon a SFI Timber Operations Professional (TOP) 2023 Video Update Workshop will be conducted for those wanting to get their SFI Trained Status for the July 1, 2022 – June 30, 2023 period. Saturday evening is free to enjoy Myrtle Beach without the crowds. Discounted Carolina Opry show tickets will be available for purchase with your registration and at the registration desk.

Sunday's Prayer Breakfast will feature Port City Quartet coming back by popular demand to praise The Lord with good ole southern gospel music.

Registration packages will be mailed out soon and available on our SCTPA website... [www.scloggers.com](http://www.scloggers.com)

So Mark Your Calendar for February 24 -26, 2023 to join your friends and peers at our SCTPA 2023 Annual Meeting in Myrtle Beach.

Looking forward to seeing everyone at our 2023 Annual Meeting.





## Wood Supply Chain Inflation Series Issue # 3: Arcola Logging Co., Inc.

**Author: Chip Capps | Arcola Logging Co., Inc. | Board  
Chairman of the CLA**

With sincere apologies to my high school English teacher, Mrs. Johnson (she tried her very best), and knowing that article composition is well outside of my limited wheelhouse, allow me to attempt to convey what effects inflation has had on a “typical” contract logging business. In this article, I will trade back and forth between two hats: a logger’s viewpoint with forty years of hard knocks experience; and the current Board Chairman of the Carolina Loggers’ Association, offering how the CLA is working to help with the situation.

Arcola Logging Company/Arcola Timber Transport is typical when it comes to logging contractors in the southeastern United States. Partnered with another VA logger, we are fully independent, buying 100% of our own stumpage, and work primarily in northeastern North Carolina and southeastern Virginia. Arcola runs two crews - one concentrating on clearcuts and chipping, the other smaller crew with thinning capability. We also do 100% of our own trucking. We maintain ten trucks, running eight full time.



We face the same common issues we all hear about: the dwindling availability of qualified employees (both in the woods and truck drivers), stumpage availability and production markets, and, of course, cost inflation which is the focus of this article. One important point I need to stress: when talking about logging costs, the word “typical” does not apply. There are so many variables in each operation that we all operate vastly differently, and generalizations should be avoided when working with these figures. One of the few perks I claim of being in my sixties is that I do know it all, so each day, I exercise my vast knowledge and come up with the day’s “plan.” By 6 am, with employee issues, truck/equipment issues, quotas and markets, the weather, someone’s Mama’s stubbed toe, and quite a few other possibilities, I am shown how very little I actually do know. So many variables, and they all need to be considered when discussing logging costs because they come into play daily.

My 23-year-old son, who is out here with me now, likes to remind me that I already have one foot in the grave, with the other possibly joining it at any time. I do remember the inflation of the 1970s being 7 to 12 % for several consecutive years and loan interest rates of 15 to 20% were the norm. Wood producers at that time were not as capital-intensive businesses as we are today, and most barely survived the 2-to-3-day work weeks then. I am shown every day that I have no crystal ball and certainly only hope the current published national inflation rate of 8% doesn’t linger and our slight economic recession doesn’t turn into a full-blown economic downturn.

One item the CLA is working towards publishing is an online inflation calculator, where each individual logging operation can use their own numbers to estimate their own rate, particular to their operating parameters. In doing this, we maintain the strong viewpoint that logging and trucking are completely separate operations, and the costs and variables associated with each need to be calculated and analyzed individually. Doing a few very elementary calculations, I am making a rough “guess” that most logging operations will face annual cost inflation of 10 to 18% this calendar year 2022, with off-road fuel, labor costs, equipment costs, and parts/repairs leading the way. General economic consensus says that capital-intensive businesses with low-profit margins suffer the greatest during high inflation, particularly in

*(Continued on page 15)*



*(Continued from page 14)*

tough environments that require frequent equipment replacement.

Watching the Mid-Atlantic fuel pricing, we can easily track what fuel costs have historically been, and the CLA has already published a calculator to aid individual businesses in seeing the effects of cost change. Factor in the impact of social media and an activist liberal government policy towards the labor pool, and you can see what this will do on top of labor costs already adjusted for today's inflation. Coming off a few years of Covid-related manufacturing slowdown – dealers have no equipment and vehicles to sell – on top of sticking with high initial retail pricing, like any other business, they must find alternative ways to keep the lights on.



Parts sales and labor rates are the obvious targets, and if you are familiar with truck/equipment maintenance and repair at all, then you are acutely aware of the trend away from being able to “do it yourself” and relying heavily on the manufacturer/dealer. This reduces the end user's ability to control costs directly. A common effect is the “whipsaw” effect, when costs rise quickly, and income is much slower to catch up. Sound familiar?

In the “Great Recession” of 2008-2009, a lot of small businesses survived by putting off capital purchases. Most, including yours truly, learned that this necessity was a bad option – the type of cash flow versus profit margin environment we normally operate in makes a recovery from punting capital purchases down the road option very risky and difficult to see the light again. Loggers' options for addressing this inflationary period are typical for most small businesses, and they start with knowing where you stand on fixed versus variable (operating) costs.

There is not much you can do to change your fixed costs except when it comes time to “renew” these fixed costs. Do you push capital purchases further down the road or take more risks, such as lowering your amount of insurance?

There are more avenues for addressing inflation in the production costs column – such as changing your hours of operation, changing job parameters to work closer to home or shorten skid distance, eliminating any labor buffer of extra employees, etc. I attended an excellent presentation by a representative of a major equipment manufacturer a few weeks ago, and he had numbers to actualize what a lot of us in the industry were already thinking: that for several years now, logging equipment productivity has plateaued.

The equipment's physical size and operator limitations are two major reasons for this. So, for the last 4 or 5 years, we have already absorbed (without production increases) the large capital increases of annual inflation and mandated technology. Take the Tier 4 emissions systems, which not only add fixed and operating costs but reduce an engine's achievable lifespan by recirculating “used” air back through it. To summarize this paragraph: if your operation has worked towards efficiency in years past, there is very little a logging operation can do within itself to address today's inflated costs.

Now to pull out the crystal ball and predict what the future holds. (Who has a lot of confidence in me doing that?). I can give you my one foot in the grave and the other following closely behind a logger's experience ideas. One scenario is to purely let the market decide what happens. In this scenario, if the economy stays healthy, we'll whipsaw back and forth between rising costs and catch-up rates until they stabilize. If the economy falters and consuming mills drop production, many loggers will go out. Good ones by decision and poor ones by default. Scenario number two is one I believe loggers should support: a genuine relationship where loggers, procurement foresters, mill representatives, and virtually all involved understand costs, what is happening, and work towards a sustainable forest products industry.

This effort will require somewhat of a paradigm (that's a \$10 word thrown around) shift to include more communication and understanding along with a market economy. Too much to hope for? I hope not, and the CLA is working towards this goal – we are loggers, and we understand our end of the business, but we also recognize we need and ask for input from

*(Continued on page 16)*

(Continued from page 15)

others in the industry who are interested enough to provide.

So, Mrs. Johnson, if this FRA publication makes it to your retired English teacher's reading material, please don't grade it. You cannot take back my diploma. For everyone else: I hope I provided some thoughtful material that contributes to the FRA effort to strengthen this supply chain.

## PULPWOOD PARADISE

By Brooks Mendel, Forisk Consulting, Sept. 20, 2022

### Introduction

Pulpwood, the smaller trees typically chipped for making wood pulp or oriented strand board (OSB) or wood pellets, provides balance and diversification to the forest products industry. Robust, sustainable timber markets and wood baskets feature a broad set of wood consumers. A local wood basin with no demand for pulpwood or chips is like a shoe box with one shoe: incomplete.

While roundwood (logs) deliveries satisfy most pulpwood demand across the U.S., this varies by region and mill type. In the South, chip mills supply close to 20% of total pulpwood demand. In the West, they supply close to 30%, though the total volume is smaller given that fewer pulp mills operate in the region. According to the Wood Fiber Review, the actual supply profile of each region in North America varies based on pricing and market demand. Forisk research suggests close to 60% of pulp mill wood-using demand in the U.S. is met by roundwood.

### Pulpwood Drivers of Demand

Wood fiber costs account for over 50% of the total pulp manufacturing cost worldwide, so tracking wood fiber costs supports investment and operational decisions across a range of manufacturing facilities and markets within the forest sector. In North America, demand for pulpwood derives from three primary sources. First, traditional forest industry consumers, such as pulp mills and OSB plants, use pulpwood to make pulp and panel products. Second, wood bioenergy projects use pulpwood to produce pellets and electricity. Finally, pulpwood demand associated with liquid biofuels capacity is increasingly in the news, especially with growing interest in sustainable aviation fuels (SAF).



### Pulpwood Supplies

Changes to pulpwood inventories over time include (1) pulpwood removals from the existing pulpwood inventory; (2) new pulpwood inventory as young trees grow and become merchantable; and (3) decreases in pine pulpwood inventory from older pulpwood trees that mature and grow into grade quality timber. When digging deep into, for

example, pine pulpwood supplies in the U.S. South, the most important characteristic for short- and medium-term projections is the age class distribution of the pine plantations (inventories) that drive industrial forest management in the region.

### Pulpwood in the U.S. South

In the U.S. South, wood-using mills consume more pulpwood than grade (table). For pine pulpwood demand across 11 states, quarterly rankings in the Forisk Research Quarterly highlight Georgia, Alabama, and Louisiana as the three biggest consumers in the region.

#### Roundwood Demand, U.S. South, Q4 2021-Q3 2022

	<u>Pine</u>	<u>Hardwood</u>
Pulpwood Demand (million tons)	130	34
Grade Demand (million tons)	105	20
TOTAL DEMAND (million tons)	235	54
% pulpwood	55%	63%

Source: Q3 2022 Forisk Research Quarterly

When "scoring" markets for projects that require pulpwood supplies, investors prefer those that feature abundant supplies (both standing and from mill residuals), limited competition, lower prices, and sufficient logging capacity. On a relative basis across regions, this helps explain the attractiveness of the U.S. South for pulpwood-using facilities.





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# NATIONAL LOGGERS DAY

October 12th, 2022



## NATIONAL LOGGERS DAY

*Collins, Baldwin, Risch, Cassidy, King, and Daines Introduce  
Bipartisan Resolution Recognizing National Loggers Day*



Senator Susan Collins (R-ME), Tammy Baldwin (D-WI), James Risch (R-ID), Bill Cassidy (R-LA), Angus King (I-ME), and Steven Daines (R-MT) introduced a bipartisan resolution recognizing October 12th, 2022 as National Loggers Day. The Senate resolution highlights the many contributions and economic benefits of the logging industry in the United States.

"I'm proud to lead this bipartisan effort with Senator Collins to spotlight the importance of logging businesses and workers who keep our forests healthy and support our Made in America forest products supply chain," said Senator Baldwin. "Wisconsin's logging economy provides good-paying jobs and revenue for rural communities and the National Park System. Healthy forest management also provides public recreational opportunities that make the Wisconsin way of life a national treasure. With this bipartisan Senate Resolution, we are showing our commitment to the loggers who work hard to advance what has been a cultural tradition in the United States for centuries."

"Throughout Maine's history, our forest products industry has supported good-paying jobs, driven local economies, strengthened rural communities, and protected our natural environment. I come from a six-generation forest-products family and know of no other enterprise that requires more faith in the future and respect for the past," said Senator Collins. "I am proud to join Senator Baldwin in honoring the skilled and resilient loggers in Maine and across the country. I have strongly supported these hard-working men and women by advocating for workforce development programs and securing financial assistance during the pandemic, and I look forward to continuing to be a strong partner on issues to protect this resilient industry and its talented employees."

This resolution is supported by the American Loggers Council.

**117TH CONGRESS  
2D SESSION S. RES. 789  
IN THE SENATE OF THE UNITED STATES  
SEPTEMBER 21, 2022**

**Designating October 12, 2022, as “National Loggers Day”.**

Whereas, the logging industry has served as an economic driver and cultural tradition in the United States for centuries;

Whereas, the logging industry creates rural jobs and provides revenue for local and state governments, and;

Whereas, loggers provide renewable material for products used by Americans every day;

Whereas, loggers are the first link in the \$300 billion domestic forest products supply chain;

Whereas, loggers are the means by which healthy forest management plans are accomplished;

Whereas, logging provides for healthy forests that maintain our vital animal habitats;

Whereas, logging provides for healthy forests which protect our watersheds;

Whereas, logging provides for healthy forests which sequester carbon;

Whereas, logging provides for healthy forests which provide public recreational opportunities;

Whereas, logging provides for healthy forests which reduce loss of life and property from wildfires;

Whereas, logging provides for healthy forests through regeneration, including planting 2.5 billion trees annually.

*Resolved*, That the Senate -

- (1) designates October 12, 2022, as “National Loggers Day;” and
- (2) encourages the President to officially designate October 12th as “National Loggers Day.”





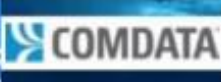
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# SC Forestry Commission

## BMP Cost-Share Program

### Improving stream-crossing BMP compliance

**C**ost-share funds are available to eligible forest products operators for either the purchase of portable bridges or the installation of permanent stream crossings associated with a timber harvest.

To be eligible for the BMP cost-share program, applicants must live in South Carolina and be certified under the TOP Logger Program administered by the Forestry Association of South Carolina or an acceptable equivalent. In addition, applicants must not have any tracts with unresolved BMP compliance issues.

Cost-share funding is based upon actual expenses incurred and varies by crossing type. Approved applicants will be reimbursed 75% of the total costs to purchase a portable bridge up to a maximum of \$15,000. Permanent stream crossings will be reim-



bursed at 40% of the actual cost for implementation of stream crossing BMPs, not to exceed \$4,000 per parcel. Total cost-share cannot exceed \$15,000 per program year per tax identification entity. Applications must be approved before purchase is made to be eligible for reimbursement payments. Once funding is approved, applicants must purchase bridges or complete work by April 1, 2023.

The initial application period opened Friday, Sept. 9, and closed Friday, Sept. 23. A lottery system will be used to select which projects receive funding if the applications received exceed the available funds. If there are funds remaining after the initial funding period, they will be available on an open enrollment basis.

The application deadline for submitting the pre-application was September 23, 2022. Hopefully funding will be available for the next funding period.

Contact Environmental Program Manager Holly Welch at (803) 667-0815 if you have any questions.

## Samsara Onboard Cameras Member Program

SCTPA now partnering with Samsara for an Onboard Camera member program offering a 15% discount for active, dues paid, members and in certain situations a 20% referral bonus.

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Dash cameras have proven their worth and value in many accidents to where the truck driver was not at fault in an accident. Dash cameras help to avoid the "he said, she said" situations in accidents. And of course the dash camera can show a driver being at fault in an accident as well. Even if the driver was at fault, having the dash camera could potentially assist in the accident



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investigation and the outcome.

Our litigious society now with all the screaming predatory plaintiffs' attorneys are out to get the most out of an accident for lawsuits. So why not try to protect your business and your drivers by installing dash cameras for improving driver and trucking safety, training and perhaps a little more peace of mind.

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Christian Houston-Floyd is the Samsara Account Executive. His direct contact is 470-502-6900 extension 3 or online at [christian.houston@samsara.com](mailto:christian.houston@samsara.com).

Christian spoke at the American Loggers Council 2022 Annual Meeting in Couer d'Alene, Idaho. The Mississippi Loggers Association has had great success with their partnership with Samsara. SCTPA is proud to provide this Samsara program as a member benefit and service.

## Western Star Trucks

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## South Carolina Appellate Court Limits Use of Drug Charges as Evidence in Negligent Hiring Claim

As the transportation industry continues to struggle with hiring drivers, evolving state laws on illegal drugs and the role they play in the hiring process present another layer of uncertainty employers must confront in their attempts to augment a dwindling workforce. The presence of prior, drug-related charges and/or convictions on an applicant's background check creates a tension: the desperate need for drivers, on the one hand, balanced against the potential legal repercussions an employer could face if the applicant is hired and later involved in an accident. In addition to the driver's negligence being imputed to the employer *under respondeat superior* principles, the company could also face direct liability under a negligent hiring claim.

Negligent hiring is a distinct cause of action premised on the idea that an employer who conducts its business through employees is subject to liability for harm caused to others by the employee where the employer knew or had reason to know that the employee posed an unreasonable risk of harm to others within a particular line of work. A South Carolina appellate court opinion issued on February 9 of this year provides some guidance on the evidence a plaintiff may introduce in support of such claims at trial.

The case—*Isabelle MacKenzie v. C&B Logging and Charles Brandon Barr*, Appellate Case No. 2018-001016—involved a plaintiff who was injured after she fell from her motorcycle while avoiding a trucking accident. The driver-defendant, Charles Barr, was attempting to re-enter the highway after stopping at a friend's home for the alleged purpose of repairing a flat tire. Before Barr could align his truck in the correct travel lane, another motorist coming in the opposite direction collided with Barr. MacKenzie came upon the accident and was forced to slalom her motorcycle between the two vehicles to avoid collision. MacKenzie fell to the ground and was injured. MacKenzie filed suit against Barr and his employer, C&B, alleging inter alia that C&B was directly negligent in its hiring and retention of Barr.

At trial, MacKenzie's counsel attempted to introduce a "laundry list" of prior illegal drug charges, including possession of cocaine with intent to distribute, criminal conspiracy regarding same, and other drug possession charges dating back to 2011. A jury awarded \$180,000



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in compensatory damages to MacKenzie but no punitive damages. MacKenzie appealed—arguing that the trial court erred by refusing to admit evidence of the prior charges which, according to MacKenzie, were relevant to the issue of whether C&B was negligent in hiring Barr and culpable for purposes of punitive damages. MacKenzie contended that the evidence demonstrated "a breach of duty to society as a whole" and a "history of bad decision-making" that should have alerted C&B to the risk Barr posed. MacKenzie also argued that evidence of the prior charges supported her theory that Barr had stopped not to repair a flat tire, but to buy narcotics.

The appellate court disagreed. In finding that the evidence was properly excluded, the court held that it was not relevant to the ultimate issue: "The issue was not why Barr pulled over to the side of the road, but his conduct as and after he did so—and whether C&B was negligent for purposes of actual damages . . . in employing him based on the risk that he would not operate his truck properly." The court distinguished between prior charges of moving violations and the drug charges MacKenzie sought to introduce. In the court's view, the former may have been relevant to C&B's negligence in hiring Barr. Not so with the drug charges—none of which involved Barr's operation of a motor vehicle. Because there was no evidence that Barr was impaired at the time of the incident, there was no "nexus" or similarity between the prior bad acts evidenced by the drug charges and Barr's failure to follow safety procedures when re-entering the highway that caused MacKenzie's injuries. Since the evidence was not relevant to show C&B's negligent hiring, it "held no probative value" as to punitive damages on that claim.

To be sure, the *MacKenzie* decision does not speak to the *wisdom* of hiring drivers with checkered backgrounds. It does, however, provide some useful precedent for companies contesting liability on negligent hiring grounds.

*If you have any questions about this article, or about moving violations in general, please contact Josh Howell (jhowell@setlifflaw.com) at 804-377-1263 or Steve Setliff (ssetliff@setlifflaw.com) at 804-377-1261.*



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### **Team Safe Trucking Driver Safety Training Modules Outline** (additional modules available covering various subjects)

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[southcarolinatimberassociation-teamsafe.talentlms.com](https://southcarolinatimberassociation-teamsafe.talentlms.com) - (31 courses) Driver Refresher Training Program Courses  
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Introduction to Team Safe Trucking, Clearances, Driver Condition, Distracted Driving, Driver Qualification, Preventing Rollovers, Vehicle Condition, Speeding

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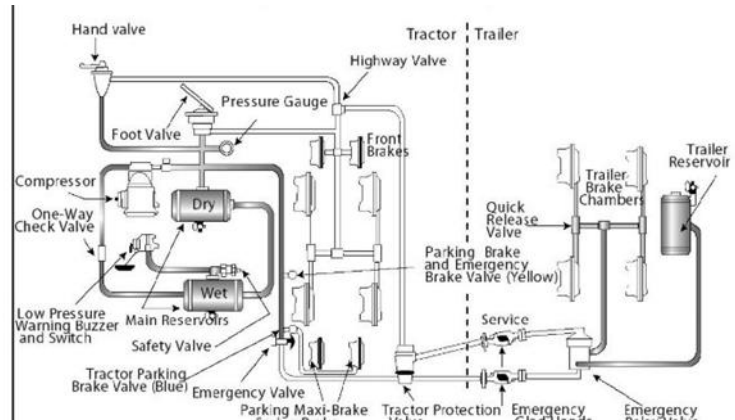




## THE DANGERS OF CONTAMINATED AIR SUPPLY

### INSUFFICIENT BRAKES:

- Brakes need adjusting or lubricating.
- Low air pressure in the brake system (below 60 psi).
- Insufficient brake valve delivery pressure.
- Excessive leakage with brakes applied.
- Restricted tubing or hose.
- Treadle travel restricted.
- If remote mounted brake valve, check linkage



### THE BRAKES WILL APPLY TOO SLOWLY:

- Brakes need adjusting or lubricating.
- Brake valve not returning to fully released position.
- Restricted tubing or hose.
- Exhaust port of brake valve, quick release valve, or relay valve restricted or plugged.
- Faulty brake valve, quick release valve, or relay valve.
- If remote mounted brake valve, check linkage

### THE BRAKES DO NOT APPLY

- The dangers are: the brakes do not apply.
- No air pressure in brake system.
- Restricted or broken tubing or hose.
- Faulty brake valve.
- If remote mounted brake valve, check linkage.

### THE BRAKES DO NOT RELEASE

- Brake rigging binding.
- Brake not in fully released position.
- Faulty brake valve or relay valve.
- Restricted or collapsed tubing or hose.
- If remote mounted brake valve, check linkage.

### THE BRAKES GRAB OR BECOME ERRATIC

- Grease on brake lining = relined brakes.
- Faulty brake valve or relay valve.
- Brake rigging binding.
- No vehicle load = high brake pressure.

### UNEVEN BRAKES

- Brakes need adjusting, lubricating, or relining.
- Improper axle mounting.
- Grease on brake lining - relined brakes.
- Brake shoe return spring broken.
- Brake drum out of round.
- Brake chamber diaphragm failure.
- Wrong brake lining.
- Broken slack adjuster or foundation brake parts

### AIR PRESSURE WILL NOT RISE TO NORMAL

- Faulty air gauge (registering incorrectly).
- Excessive valve or fitting leakage.
- Governor out of adjustment.
- Slipping compressor drive belt.
- Faulty compressor.
- Broken supply line

### THE AIR PRESSURE RISES ABOVE NORMAL

- Faulty air gauge (registering incorrectly).
- Governor out of adjustment.
- Faulty governor and safety valve.
- Restriction in line between governor and compressor or restricted unloading valve.
- Too much clearance at compressor unloader valves or compressor unloading mechanism stuck in closed position.

### THE AIR PRESSURE DROPS QUICKLY WITH ENGINE STOPPED AND BRAKES RELEASED

- Leaking brake valve.
- Leaking tubing or hoses.
- Compressor discharge valves leaking.
- Governor leaking.
- Excessive leakage elsewhere in the air brake supply system.
- Inadequate reservoir volume - high air demand

(Continued on page 27)

*(Continued from page 26)*

**THE AIR PRESSURE DROPS QUICKLY ENGINE STOPPED AND BRAKES FULLY APPLIED**

-Leaking brake chamber, actuator, rotor chamber or brake cylinder. -Valve left open. -Leaking brake valve. -Leaking tubing or hose line. -Excessive water in reservoirs. -Inadequate reservoir volume.

**THE COMPRESSOR KNOCKS CONTINUOUSLY OR INTERMITTENTLY**

-Loose drive pulley. -Back lash in drive gears or drive coupling. -Worn or burnt-out bearings. -Excessive carbon deposits in compressor cylinder head.

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-Safety valve out of adjustment. -Air pressure in the air brake system above normal due to faulty unloader mechanism or faulty governor.

**EXCESSIVE OIL OR WATER IN THE BRAKE SYSTEM**

-Reservoirs not being drained often enough. -Compressor passing excessive oil. -Compressor air strainer restricted. -Excessive engine oil pressure. -Back pressure from engine crankcase. -Excessive oil (flooding) in compressor crankcase



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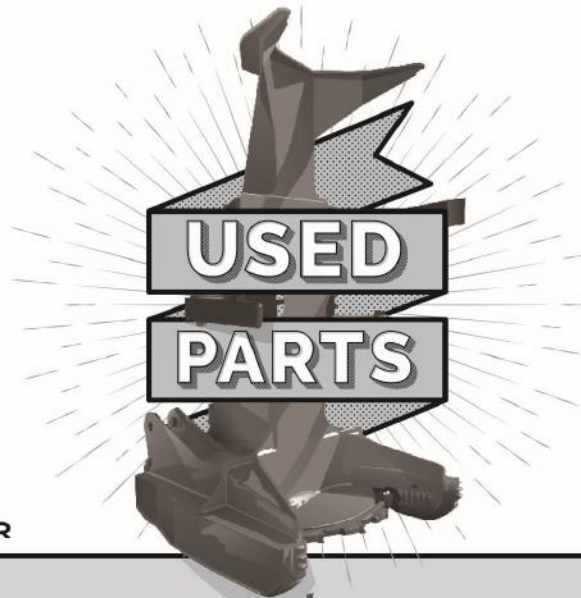
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## ...BREAKING NEWS...

After months of hard work, we have launched our new website. Members will now have access to their SLC invoices 24/7 with a member login! Amongst the new features are the "find the nearest station" to my location feature, an approved national tires and parts dealers with location info, fill out an application on-line and other features that will assist in the improved communication with our members. The SLC's founding "Cost-Cutting Mission" continues!



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Easily share our HR Library with your employer groups and can assist them with such areas as OSHA, ERISA, COBRA, Immigration, Taxation and more.



### Quoting Tool

Send us a small group census and we'll send you quotes back from every fully insured carrier available in your market in one concise, easy to read spreadsheet.

### 1094 Completion and Distribution

We take the burden off the HR administrators by providing all forms ready to distribute to the employees of your insured groups, as well as signature ready employer tax forms. All your customers have to do is distribute them to their employees, sign the corporate form and mail to Uncle Sam.

### ACA Compliance

Our software tracks and maintains your plan to make sure that you are hitting the required governmental benchmarks.

## Our Carriers



**ATTENTION SC Timber Producers Association Members!!** Our exclusive broker, **Mark Snelson** is here to help you with all of your Medicare needs. Please contact him at:

**(843)325-1211 or msnelson@sc.rr.com**

## Medicare Supplement Plans from BlueCross BlueShield of South Carolina



Medicare alone won't pay for all your expenses. We can help you fill the gap! Call **Mark Snelson** at **(843)325-1211**. Mark is an authorized agent for BlueCross BlueShield of South Carolina, an independent licensee of the Blue Cross and Blue Shield Association.



# SCTPA MEMBER BENEFIT & SERVICE



**Contact Steve Wilt (843) 566-5463  
or Jalisa Byas (803) 381-2198 to Get  
Your Savings.**

## **NEW Michelin & B. F. Goodrich Tire Discount Program**

SCTPA has partnered with Michelin and B. F. Goodrich (BFG) to offer ACTIVE dues paid members the opportunity to save money on tires through this program.

SCTPA President Crad Jaynes said, "SCTPA is pleased and proud to partner with Michelin North America to offer this valuable and cost saving opportunity for our members. Our members are always our first priority and when our association can provide a cost saving program like this, it is a "win" for everyone. I appreciate Michelin partnering with us in this program."

This program is available to ALL active dues paid members in all SCTPA member categories. This program has been effective since June 1, 2019. Members are able to visit any local Michelin dealer. Program requires an application be completed and the use of a credit or debit card.

### **Member Process for SCTPA Michelin & BFG Tire Program**

- 1) Contact SCTPA to receive active member number, membership period and member status (logger, wood dealer, etc.).
- 2) Must be an Active Dues Paid SCTPA Member.
- 3) Interested SCTPA members should reach out to your local Michelin Tire Dealer.
- 4) Complete the application and forward it to Jalisa Byas ([Jalisa.byas@michelin.com](mailto:Jalisa.byas@michelin.com)) or Steve Wilt ([Steve.wilt@michelin.com](mailto:Steve.wilt@michelin.com)) Jalisa is the SC Representative and Steve is the Territory Manager. Application available from SCTPA. Write your SCTPA member number and member period on the application at the top left under Michelin logo. *Example: SCTPA ##### / 01-01-19/20*. Sign and send both the Application and Conditions of Sale pages.
- 5) Either Jalisa and/or Steve will verify active membership with SCTPA's Crad Jaynes.
- 6) Once application is verified, it will be sent to Michelin for approval.
- 7) Michelin will provide the customer with a Bill To and Ship To Number. At that time, the member will have to Register their account at **Michelinb2b.com** and upload the member's Credit or Debit Card.
- 8) Program available to ALL members registered as active dues paid SCTPA members.
- 9) Program available for Michelin and B.F. Goodrich tires. Tires available are Truck, Light Truck, Passenger Car & Agricultural, Industrial & Off Road Tires & Retreads.
- 10) Once a member is registered on **Michelinb2b.com**, member will have access to all their purchase reports and tire pricing.
- 11) Members can go to any Michelin dealer to purchase tires.
- 12) Tires cannot be ordered online or shipped to the customer. Must go through a Michelin dealer.

SCTPA is pleased to offer our members this tire discount program on the high quality tire products offered by Michelin Tire and B. F. Goodrich Tire. Should a member have any questions, feel free to contact SCTPA.





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Troy, AL • 334-566-4181 | Valdosta, GA • 229-474-6680 | Walterboro, SC • 843-539-1420 | West Columbia, SC • 803-794-9340

## How Much Can South Carolina Loggers Save? Let TimberHauling.com Show You!

With the cost of parts, supplies, insurance, and almost everything else going up, a platform exclusively for timber haulers and harvesters is needed now more than ever.

With TimberHauling.com, you can see how much your operation can save using our **Savings Calculator**. Enter your costs and we'll show you the amount our vendors can save your business. Test out the calculator for yourself, go to TimberHauling.com. Once you're there, go to the top menu and click on the **Savings Calculator** to enter your expenses. You'll see how fast the discounts add up.

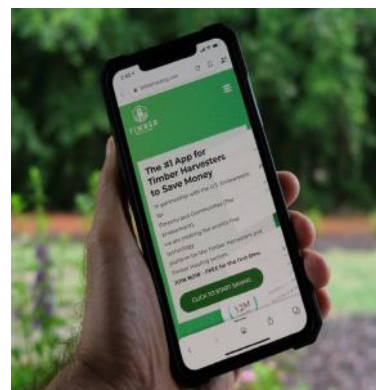
When you see the final savings, note that the **Savings Calculator** estimates are conservative, meaning you could potentially save even more than the calculator says. Depending on your expenses, your savings may very well exceed \$10,000 annually by purchasing through this platform.

The information you enter in the **Savings Calcu-**

**lator** is not kept by the platform in any way. Our only goal is to help you and your business reduce your expenses and keep more money in your pocket.

TimberHaul-

ing.com currently has close to 20 vendors and is adding more regularly, but we want to do more to work for you and your business. What other services would you like to see? What other vendors do you want on the site? Let us know! Email us at [support@timberhauling.com](mailto:support@timberhauling.com).



## *Timber Talk*

*Your Voice for South Carolina  
Timber Harvesting*

Contact Crad Jaynes at  
1-800-371-2240 or [bcjpaw@windstream.net](mailto:bcjpaw@windstream.net)





## FOREST RESOURCES ASSOCIATION

The Forest Resources Association (FRA) represents diverse segments of the wood fiber supply chain, promoting forest products industry members' ability to compete successfully in the global marketplace.

Woods To Mill

### The Cradle of Forestry in America

*Author: Robert Beanblossom, Volunteer Caretaker, The Cradle of Forestry in America, US Forest Service*  
*Most people realize that North Carolina can boast of being "first in flight" and know well the story of the Wright Brothers launching their first airplane at Kitty Hawk, but fewer are aware that the State can also boast of being "first in forestry."*

The profession of forestry was first established in the United States in western North Carolina. This intriguing story begins when George Vanderbilt, a wealthy young man, first came to Asheville to bring his mother for medical treatment. Vanderbilt fell in love with the area and decided to build his home there – a 250-room mansion he later named Biltmore. He also began acquiring property, ultimately owning 125,000 acres. Much of the existing forests he acquired were in poor condition having been excessively logged, subjected to repeated wildfires, and cleared for substance farming and grazing.



*Pictured: George Vanderbilt II*

*Credit: By Biltmore Company - Biltmore Company, Public Domain*

At the suggestion of his landscape architect, Frederic Law Olmstead, who was familiar with forestry as practiced in Europe, Vanderbilt hired the very first trained American forester in 1892. Gifford Pinchot, a wealthy young man from Pennsylvania, had studied forestry in France with the avowed purpose of launching the profession in America. During his time abroad he was genuinely concerned that someone else would achieve this goal before he could return from Europe. Arriving in February of that year, Pinchot wrote and implemented the first scientific

forest management plan in the United States. Pinchot was to remain only three years and went on to become the first chief of the US Forest Service and later served two non-consecutive terms as governor of Pennsylvania. Along with five other foresters, he helped found the Society of American Foresters in Washington D.C. on November 30, 1900.

*Pictured: Gifford Pinchot 1909*

*Credit: Pirie MacDonald - Library of Congress Online Collection*



Upon Pinchot's departure, Vanderbilt reached out to the leading forester in the world at that time – Dietrich Brandis - for a recommendation of a forester to replace Pinchot. Brandis suggested Dr. Carl A. Schenck, a German forester who held a Ph.D. from the University of Giessen. Schenck came to the U.S.

and was immediately in way over his head. He knew little of US forestry needs, tree species, Appalachian culture, or democracy. He could speak English fluently, however, having learned the language to impress an English girl he had dated even memorizing Shakespeare's "King Richard II."



*Pictured: Dr. Carl A. Schenck*

Schenck intensified the programs begun by Pinchot. He urged the construction of permanent forest roads to facilitate management activities, took steps to improve watersheds, and created a tree nursery. He undertook several projects to improve game and fish populations on Vanderbilt's lands. As his reputation as a practical forester grew, Schenck was approached by several individuals seeking to become apprentices so that they might learn of this new concept called "forestry". Recognizing the need for professionally trained foresters, he decided to open a forest school, and on September 1, 1898, on a site



*(Continued from page 34)*

just a hundred yards or so from the present-day Cradle of Forestry in America Forest Discovery Center, the very first forestry school in the nation was established. Cornell University created the second school a few months later and Yale University, with a \$150,000 endowment from the Pinchot family, opened the third school in the nation in 1900. But Schenck was first.

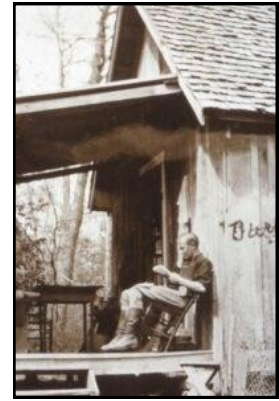


*Pictured: Dr. Carl A. Schenck*

He was a demanding instructor and his 12-month curriculum was intense. Instruction took place in an abandoned schoolhouse until noon. After a quick lunch, students galloped along behind Schenck on horseback to complete various field exercises in the woods before dark. Classes included silviculture, surveying, forest protection, logging, tree and plant identification, forest mensuration, forest policy, and forest management to name a few. A total of twenty-seven courses had to be completed. A six-month internship followed the year of study and students had to submit a paper on their experience in order to receive a B.S. degree in forestry. Students received Sundays off and were given two weeks for Christmas; otherwise, they were fully engaged in learning. They either boarded with mountain fami-

lies still residing on the property or occupied vacant cabins and cooked for themselves. Students gave these cabins picturesque names like "Hell Hole," "Rest for the Wicked" or "Gnat Hollow" among others.

*Pictured: Biltmore Forestry School Student Quarters*



The combination of challenging teaching and splendid camaraderie produced an esprit de corps among the students which charged them with enthusiasm for their new occupation and sent them on successful careers throughout the world. When Schenck closed the doors of his school in October 1913, he could boast of the fact that he had trained 70% of all foresters then in America.

*The author of this article, Robert Beanblossom, retired after a 42-year career with the West Virginia Division of Natural Resources in 2015 and moved to North Carolina to become the volunteer caretaker at the Cradle of Forestry. He can be reached at [R.Beanblossom1862@outlook.com](mailto:R.Beanblossom1862@outlook.com)*



## ***Timber Talk***

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

Contact Crad Jaynes at  
1-800-371-2240 or [bcjpaw@windstream.net](mailto:bcjpaw@windstream.net)



## TIMBER HAULING A NEW GOODYEAR TIRE PROGRAM

By Ewell Smith, Timber Hauling Vice President



As we're expanding Timber Hauling's footprint, ([timberhauling.com](http://timberhauling.com)), we have some exciting news that will help you save significant dollars on tires.

Whether you have one truck or a fleet, you now have the same buying power as some of the largest truck fleets in the country.

It all started with a conversation with Goodyear this past April at the Mid Atlantic Logging Show. Under the big tent at Goodyear's table, we shared the challenges you and your fellow loggers are facing daily with Chris Anderson from Goodyear. He listened intently.

We asked for better pricing for you... the loggers and log haulers.

As the summer rolled along and gas prices started jumping, Chris took our message to Goodyear's headquarters in Ohio. They took our request to heart. Chris and the Goodyear team stepped up in a big way for you.

And now, you have your own national buying account through Timber Hauling with Goodyear.

Claim your Timber Hauling national account with Goodyear now. Go to [timberhauling.com](http://timberhauling.com) and see how it works.

So how does it work? Under this discount, you will get your own national ID account with Goodyear.

You'll now be able go to your favorite local Goodyear dealer or any other authorized Goodyear location in the U.S. to save on tires.

This includes commercial tires, retreads, pickup truck and car tires. Once you see the depth of their discounts for loggers, you'll realize they have been intentional to ease the unexpected, out of control costs that you and your business are feeling daily.

Test your newfound savings on just for one truck or a small fleet—it's completely up to you! See how deep the discounts are here.

The goal of Timber Hauling has always been to save money for its users. With this new program, we hope to help you recoup some of those higher fuel costs that stretched you and every other logger this summer.

As more and more loggers like you take advantage of the savings, like this offer from Goodyear, Timber Hauling can help bring additional national deals to help you save even more money. And to helping your bottom line.



# SCTPA



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# Mark Your Calendar

## October 2022

- 12 National Loggers Day! Congratulations to SC's Professional Loggers!
- 24 – 28 Wood Magic Forest Fair, Harbison State Forest, Columbia
- 27 SCTPA Board of Directors Meeting, 10:00 a.m., Hampton Inn Harbison, Columbia

## November 2022

- 15 – 18 Wood Magic Forest Fair, Sewee Environmental Education Center, Awendaw
- 24 Happy Thanksgiving Day! Eat Mo Turkey!

## December 2022

- 13 SFI State Implementation Committee Meeting, Forestry Association of SC Office, 10:00 a.m., Columbia
- 24 Christmas Eve! Santa Claus is coming to town!
- 25 Ho Ho Ho! Merry Christmas
- 31 New Year's Eve!

## January 2023

- 1 Happy New Year! Welcome to 2023!

## February 2023

- 24 – 25 **SCTPA 2023 Annual Meeting, DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC**

SCTPA is available to those that need to view the 2021 SFI Timber Operations Professional (TOP) Update video to continue to be SC SFI Trained. June 30, 2022 is the deadline for viewing the 2022 TOP Update. Contact SCTPA and a group live class or individual class can be arranged.

Spring district meetings will be considered for scheduling and dependent on the continued COVID situation. District Meeting dates are subject to change. Meeting notices will be mailed, posted on SCTPA Facebook page and listed on the website [www.scloggers.com](http://www.scloggers.com) prior to scheduled meeting.

### Need SFI Trained DVD Class or other training?

SCTPA can provide the New DVD Training Module for SFI Trained status. SCTPA is an approved DVD training class facilitator and will be scheduling classes during the year. Other training programs are available 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.

**Crad Jaynes**  
President & CEO  
SCTPA

PO Box 811, Lexington, SC 29071  
800-371-2240 Fax: 803-957-8990  
[bcjpaw@windstream.net](mailto:bcjpaw@windstream.net)

**Kathy Fudge**  
Communications Director  
SCTPA

PO Box 811, Lexington, SC 29071  
803-608-3357  
[khfudge@gmail.com](mailto:khfudge@gmail.com)

## SCTPA Board of Directors

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Hampton  
Cell 803-571-0019

**Vice Chairman: Josh Key**  
Beech Island Timber & Construction, Inc.  
Jackson  
Cell 803-507-8995

**Secretary-Treasurer: Griff Wilson**  
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Chester  
Cell 803-209-3053

**Danny McKittrick**  
McKittrick Timber, LLC  
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**Colby Crosby**  
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**Billy Walker**  
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**Donnie Lambert**  
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**Carey "Buster" Harrison**  
Harrison Forest Products, Inc..  
Round O  
Cell 843-908-0085

**Bob Lussier**  
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Cell 860-377-5318

**John Rice**  
Rice Land & Timber, LLC  
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\*\*\*\*\*

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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 statewide legislative activities, and aggressively promoting, supporting and conducting programs of state, regional and national advocacy.