

# LOGGERS WORLD

VOLUME 48 NUMBER 3

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MARCH 2012

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# Finley's Rigging Shack "Classic"



(This column originally appeared in the March 1973 edition of *Loggers World*.)

## March 1973 Rigging Shack ... eight years

**O**ur first issue of *Loggers World* came out in October or 1964. This is our, or starts it, eighth year at this racket. These enjoyable eight years went by like lumber down a chute. We are lucky. Doing what we want to and always with the hope of making a dime or two profit.

Publishing a paper about logging is a fun type of business. If I had all the money in the bank that was needed so that I could do what I wanted to for the rest of my life I'd still be doing the same thing. That is running around the woods, visiting loggers and watching them work. Since this is what would be my number one choice to do, then what is more logical to take some pictures and write about what is going on? Thus I can share these trips with other people. Works out fine doesn't it?

## December!

**W**e were slated to have some time off during the month of December...oh, the things I was going to do in December. Was going steel-head fishing, fix up my dark room, make some friendly thank you calls on people, work on a new book we are going to put out, study some more of the fine points of photography, build a rock garden, gravel some road, haul in some sawdust to mix with the mud, fix three leaks in the roof, cut more wood, catch up on the office work, time for reading some good books, answering a thousand letters and so on and so forth.

Did I get it done you ask? Don't be crazy! But wait till next December.

of the stupid people that infect some of these people. If conservation didn't pay Weyco, CZ, GP, Boise Cascade and others wouldn't be planting trees and reclaiming waste ground.

I was raised in a house that sheltered the telling of thousands of logging stories. Sneaked out of bed many times and hid out someplace and listened with rapt attention to my father and some of his cronies telling logging stories. My Dad never swore—never-never. Except—when he was quoting someone as he told a story. I heard about moving donkey, famous drunks, sprees in towns, how to move donkeys, top trees and many other things. Some of these 'how to' stories sunk in so that when I did finally go to work in the woods this second hand knowledge saved me from falling for the rough jokes pulled by the experienced loggers. It does pay to listen. I don't do enough of it. It don't pay much to listen to me.



FINLEY HAYS

## More loggers!!

Was reading a book the other day about the Pre-World War One times, and one of the characters was out of sorts because there was nothing to do where he lived but to become a logger.

Now where I was raised you either worked in a mill, you farmed, you left or you worked in the woods. You became something other than a logger only when you didn't have what it takes to be a good logger.

I was canned off of one of the first jobs I ever had. Thought the world had come to an end.

## Loggers

**T**he more I read about us in other papers the more I'm convinced that people have a picture of loggers that dated back fifty or sixty years and wasn't too true then.

In the 'Whistle Punk' they quote a junior high school teacher wishing that there was money in conservation. This might give you an idea

Though seriously of committing suicide.

In this book one of the school teachers was raising hell because of clear cutting. Yet on week ends this same school teacher helped fall trees, roll them into a pile and burn them to clear the land for cabbage patches. Now if you go back into the same country you'll find them logging that ground for maybe the third or fourth time—the logged off ground. The cabbage patches are raising swamp grass, blackberry vines and junky brush.

The logging ground harbors the animals. Is the place for recreation and playing, shelters the watersheds and has a value many times that of the cleared off ground.

We live and we learn—sometimes!

## Letters:

**J**ust got a letter that said: "I am in the process of preparing a feature article on the logging of Tupelo Gum trees in the mosquito and snake-infested swamps of North Carolina's Cashie River Basin."

Then it goes on to ask if we would like to buy a feature article on the subject, with some dramatic logging photographs.

Now think of going to work in that place. Water to the lower hip, snakes in abundance and mosquitoes to bite what isn't under water. These trees have never been logged before since they stand in five feet of water.

If we can afford it would like to buy the article and pictures. Would be interesting. And I know damned well that I'm never going into such a country to take pictures and talk to loggers. They can have it and more power to them.

## Time:

**E**very once in a while I go to bed early with the aim of getting a good and long nights sleep. Last night was one of those nights. Went to bed at nine a.m.

My wife got up before five in the morning to clean up the office. Shortly after I got up and took a long bath. Had breakfast and then out to the office and read the mail.

Now here it is in the morning, I'm trying to think of something to say in this column that might have some smacking of either importance

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**See "Rigging Shack"**

## In This Issue...



**FRONT COVER PHOTO:** GT3 YARDER ENGINEER CALVIN TUCKER pulls a turn into the landing with Estremado Logging's Acme 23 motorized carriage as Dan Estremado waits for the turn to land so he can clear the chute with the Doosan DX300LL shovel with Rotobec grapple. Estremado Logging has two GT3 swing yarder sides and a single ground side.

See "Picking Up Production" starting on Page 7.

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## LOGGERS WORLD

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## Rigging Shack

(Continued from Page 8)

or interest. Just glanced at the clock and it is ten minutes after six. What can be said that is of interest at that time of the morning?

One thing, it is Saturday morning so Thousands of Loggers on this Coast can look out the window at the gusty blowing rainstorm and go back to the blankets. She's a bitch outside but many people can this day stay inside. Those are good days. The Saturday after working thru a particularly nasty week, that nasty wet Saturday when you can stay under the roof and sack out another hour or so. The clothes are all wet. This is the day to wash off the cork shoes and dry them and then give them a couple coats of grease. To hang the sodden rainclothes up in the warm to dry out. To know that you are going to have dry socks, underwear and gloves at least to start off with on Monday.

On a Saturday one can do chores without hurrying usually. It is a day to be enjoyed because it closes the book on the week. A man has two days ahead of him before getting out in 'er next week.

Now on Sunday it is different. Sunday is a lazy day mostly. A day to be used and enjoyed in personal ways. But it is also the day that is followed by a work day. There is a nagging, especially in the afternoon, deep in the back of the head. Tomorrow out and at it!

I like Saturdays better. Saturdays one can look forward to a celebration that night. Sunday one might be getting well from that celebration and feeling sorry about some of the things that happened. Sometimes one might not be able to remember in clear detail what happened on Saturday night. Some

(Continued on Page 4)

See "Rigging Shack"

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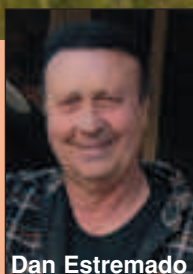
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Dan Estremado

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## 4 Rigging Shack

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folks have wives that can tell them what happened and sometimes do.

I like Saturdays—wish we could have more of them.

### Weather

**W**hen we were amassing the writings and pictures for this issue of *Loggers World* the weather went crazy. Started off raining-hard and sincerely—and stayed right with it until floods were the topic of many conversations and too many people had water in their living rooms. Our twin cities—Chehalis and Centralia—had their share and more.

The water went down till things looked safer and along came the snow. It fell without fear nor favor blanketing with impartiality much of the country. Talked to one logger and he said they had eight inches when they quit and it was still snowing. From then on the situation got worse for him.

Always a hazard for the limping reporter at this time of the season. So we fell back on some time tested tricks and used our reserve forces. Didn't work out badly although plans were changed in midstream many times.

It could have been worse—we could have been logging!

### Embarrassing moments

**T**his little happenstance took place on the Jet from Portland to Los Angeles. After breakfast came time for me to go to the restroom. Everything went okay until it was time to zip up the trousers. The zipper wouldn't come back up. It was stuck or out of gear or off the track or something. Worked on it for about 300 miles but nothing could be done. It was haywire—completely. So back on with the pants and off with the jacket and tied it around the waist like a housewife's apron. Down the long aisle to my seat and into the seat. Rest of the trip wondered how I was going to be able to make it thru the crowds of L.A. without being too conspicuous. Got my baggage, still wearing the jacket apron. Walked about four miles to the nearest restroom. Took an extra pair of pants from the suitcase and made the change. Glad that don't happen every day.

### Education

**W**e in this country have been the victims of much brain washing about the power and the value of education. At the same time we are led to believe that education can only be obtained in the formal halls of learning. That what we learn outside those halls doesn't carry much merit or value.

Then yesterday I was reading that we have two large areas of un-

employment in this country. Among that class of people referred to as 'unskilled'. Here is the surprising part, the largest percentage of unemployment is among the executives, the engineers, the teachers and many many others who are highly educated. Now one more time let us hear from those that imply that training and education is the answer to all the ills of the country.

Education is a powerful good—much of what we get is like that pile of stuff we used to see behind barns—I'm for education and think it is the greatest thing of all time. At the same time I believe that educational processes can be improved and improved greatly. In its present form it isn't getting the job done.

Now before you throw that brick let me assure you that I know many people who have had the guts and the determination to stay in schools and to learn who have done and are doing a great job.

Yet why are so many well educated people unhappy, poorly adjusted, ineffective, unable to communicate, incompetent and just damned miserable people? Why are so many of them heavy drinkers, raise unhappy families and are in constant financial trouble? Why do many fail to reach their goals, to make their mark and to achieve things they should?

Why are so many of them unem-

ployed——?

If we judge the process as we judge our work—that is by the results achieved—it leads us to think there is not only room for improvement but that improvement is desperately needed.

### Movie

**“Sometimes a Great Notion”** is the name of a logging movie that was filmed on the mid Oregon coast. It has some big names in it and it shows quite a lot of logging. Some of the logging is shown as it is done. Sometimes it stretches your believing power to the breaking point. Don't know what the story is about...sort of a vague story line. Don't know who the heroes or the villains are but one thing for sure the heroes aren't the loggers.

Closest thing to a hero seemed to be a young man looking like 'goldilocks' who left Los Angeles because he tried to commit suicide while under the influence of drugs. He didn't get the job done and so owed a hospital bill and owed his landlord so the only thing left for him to do was to 'split'. He showed up in this logging outfit and while he didn't seem to contribute much to either the story or logging he seemed to be everywhere.

You'll want to see it and hope

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**See “Rigging Shack”**

## Great Buys

### Delimbers

**Link-Belt 2800 CII Telescoping Delimber**, consignment, working, Portland ..... **\$18,000**

**2007 Link-Belt 240LXDL**, OSHA forestry cab, Pierce 3348 delimber, Portland, #017675 ... **\$239,000**

### Excavators

**1992 Komatsu PC150-5**, county owned machine, A/C, Wristo Twist ditch bucket, Spokane, #017174 ..... **\$27,000**

**2005 Link-Belt 130LX**, hyd. quick attach, thumb bucket, Prineville, #017658 ... **\$55,250**

**2006 Link-Belt 130LXDZ Exc.**, hyd. blade, hyd. quick attach, thumb, 10' arm, 36" bkt, #013091, Portland Rental Fleet .. **\$82,400**

**2007 Link-Belt 80SB Excavator**, swing boom, manual quick attach, thumb, Eugene, #014178, ..... **\$91,650**

**2008 Link-Belt 160X2 Exc.**, hyd. quick attach, hyd. thumb, 36 in. bucket, low hours, Prineville, #016086 ..... **P.O.R.**

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### Wheel Loaders

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**2005 Kobelco SK250LC**, forestry cab, Jewell package, Portland, #017671 .. **\$109,000**

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As We See It....

# LOGGER'S SPEAKING TO CONGRESS

**W**ith our Spring Board of Directors meeting in Washington, DC taking place toward the end of March, we thought that it would be important to keep you informed of the many issues that the American Loggers Council (ALC) would be presenting to our elected representatives on your behalf.

For the past few months, members of the American Loggers Council have used this editorial as a platform to keep you informed on the necessity of reforming the Clean Water Act through the passage of the Silviculture Regulatory Consistency Act that would make permanent the silvicultural exemptions from the National Pollution Discharge Elimination System (NPDES) permitting program. While this continues to be a priority issue with the ALC, and we remain heavily engaged in seeking a favorable outcome that would take away yet another regulatory burden on our industry, it is not the only focus of our legislative advocacy.

There are other issues that are impacting all of our businesses and ability to operate profitably in the woods, and although some might be more regional in scope than others, we feel that to have a viable industry, then all must be addressed.

In early February, the House Transportation Committee marked up and passed its version of the Highway Bill, which at first included language supporting increased truck weights on the Federal Interstate Highway System, but that language was amended favoring a three

year study on the impact of heavier truck weights on safety and the highway infrastructure. While the ALC as an organization favors allowing already existing state truck weight tolerances on the Federal Interstate Highway System to allow a safer and oftentimes shorter route

to the mills, the question remains, how do you get the heavier weights to the Interstate? With shrinking county budgets, we will be hard pressed to get support from state and local governments to approve a blanket policy of heavier weights. We will once again be offering up a solution that all states could support, instead of a one size fits all type of program, and one that does not offer up the potential of reducing freight rates simply because our payloads will be increased.

The heavier weights and funding for road repair on secondary roads leads us into another issue which is the ability to access and harvest federal timber sales through a viable federal timber sale program. For years, counties that have a large percentage of federal timber land ownership have depended on the receipts of the federal timber sale program to fund both their schools and county road systems. With the downward spiral that the federal timber sale program has taken, and the inability of Congress to pass an extension of the program that has propped up those funds while seeking a permanent solution, our rural road infrastructure in those counties has taken a hit. County commis-

sioners are not going to support heavier truck weights at a time when their budgets are being cut. We will be asking members of Congress to support a budget for 2013 which will increase the allowable cut on federal forest lands that should, in turn, give the counties more funding to work with, thus allowing an opportunity to transport the increased weights.

Another issue that continues to burden our industry and those that we service and supply is the concern over the loss of logging capacity and where will the next generation of loggers come from. Logging, like farming, is what we like to call a generational industry, where the family business is oftentimes passed down from one generation to the next. Under current regulation, a young man or woman is unable to work in the timber harvesting profession until they have reached the age of 18. Many, by that time, have already made the decision to seek other opportunities and professions that they have worked in at an earlier age. We will be asking members of Congress to consider allowing family members of a logging busi-

ness the opportunity to begin working in the woods at 16 years of age. Safety will continue to be a priority concern, but if we are going to pass our businesses down to our children, then we must have the ability to begin training them at an early age just as many of those in the farming community are able to do.

We will also be reminding Congress that markets play a critical role in the future of our industry. Although woody biomass utilization continues to be plagued with both real and artificial hurdles, it will be a pathway for creating new domestic and export markets for our products. Reauthorization of the Farm Bill is up for discussion in 2012, and we want to make certain that there are no artificial barriers placed in the way of woody biomass utilization. Our goal in the 2012 Farm Bill will be to ensure that the definition of renewable biomass continues to be broad based and that all fiber sourced from all forest ownerships, both private and public, will be included.

There will be other issues

(Continued on Page 23)  
See "As We See It"



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<b>Bare Drum:</b>	<b>360 fpm</b>	<b>Mid Drum:</b>	<b>21,000 lbs</b>
<b>Full Drum:</b>	<b>560 fpm</b>	<b>Full Drum:</b>	<b>17,000 lbs</b>
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# "PICKING UP PRODUCTION"



by Mike Crouse

**Seeking opportunity** has been a driving force for the Estremado family since the family patriarch, Damian Estremado immigrated through Ellis Island around 1920 from his native Spain, "...when he was 15 or 16," explained great grandson Dan Estremado. "We called him Big Jim." He traveled west from Ellis Island to California where a cousin had lined up a job in a Westwood, California sawmill. "He came right out here and went to work," with the dream of ultimately buying and operating a ranch of his own.

While pursuing his dream he met Angeline around 1925, her family having emigrated from Italy. "She was this cute little Italian gal," said Estremado recalling the story. "What caught his eye," he explained, "... her socks were hanging down, and she was little, where he was a big tall guy." And the feeling was mutual, culminating in their marriage. Their first child, Joe (Dan's father) arrived in 1927.

By 1928 Big Jim "...worked in the mill and saved enough money for a car and some cash, which led him to Gold Hill, Oregon. He came up (north) to look around for property to buy a

ranch," Estremado explained, "and found an old ranch up here that was for sale: the Gold Crest Ranch," establishing a toe-hold in the area and acquiring more property over time as the ranch and farm began to prosper, even through the Great Depression, with some innovative agreements with property owners. "He'd pay the people who had the property and were living on it, allowing them to stay and live there."

In the beginning he raised pigs, and loved trading, buying more pigs, horses, and cows, discovering along the way "...he could borrow money with the cattle as collateral," something he could not do with the pigs, which shifted the focus from pigs to cattle. Eventually he'd put together roughly 1,000 acres or so of land, much of which had timber on it, but his main interest in the early years was in farming, and ranching.

## Logging

**A**round 1948, Damian's son Jim encouraged his father to log some of the trees on their land. "It was another way to generate some in-

(Continued on Page 8)

See "Estremado Logging"



**JOYCE AND DAN ESTREMADO** at the entrance to Joyce's office she runs in her home. Joyce is Dan's mother, and has been the bookkeeper forever and has most recently had her talent with breakfast sandwiches recognized with enthusiastic participation in the monthly safety meetings. Dan bought the business from his father, Joe in 1991. They run two tower sides, and a ground based side, in addition to seven trucks.

MARCH 2012

LOGGERS WORLD

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## 8 Estremado Logging

(Continued from Page 7)

come," Estremado said. There was a mill at the bottom of Gale's Creek,

"...the Jeddloh Mill," they could sell the logs to and "...that made cash out of that wood," profiting from the increased demand following WWII.

Jim Estremado had a two-door yellow Ford convertible around this

time. "It was the best looking one in town," explained Joyce Estremado explained with a smile adding, "plus he was good looking too." They dated for eight months, then Joe left for the Air Force serving during the Ko-

rean War, working on heavy equipment. "When he came back home I gave him an ultimatum: "...we get

(Continued on Page 10)

See "Estremado Logging"

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**BILL SHELTON** drives the No. 2 Estremado log truck, a '99 Kenworth T800 powered by a 550 Cat diesel engine and an 18-speed, Shelton said. "Started when I was 18 years old working in the woods," and has continued off and on the past 30 years. "My first job was in Bonner's Ferry, Idaho digging trees out of the snow so they could cut them down." He began driving for Estremado in August. Doug Britt, operating the Doosan 225LL loader with Rotobec grapple, is loading his trailer.



**BOB FIELDS** on the step of the No. 7 Estremado Logging 2001 Kenworth T800 log truck with a C12 Cat power plant. He's driven trucks the past 50 years. "I've been driving this about three years, and have driven log trucks most of my life," and joined Estremado about six years ago. "They're good people to work for."



**2008 CAT D6T XW**, 6-way dozer, ROPS, rear ripper, 28" pads, System 1 undercarriage, rock guards, differential steer, wired for grade control, 1,831 hours.....\$260,000



**1979 CAT D6D**, choice of angle blade w/twin tilt or straight blade w/tilt, very good UC, grapple, recent finals & main bearings w/o paperwork, good, clean D6D!, 6,865 hours.....\$36,500

**2007 CAT 525C**, S/F CAT grapple & winch, NEW 30.5 26-ply tires, cab w/air, just arrived.....Call



**CHRISTY HD YARDER**, 6-cylinder Cummins, 2000' 3/4" Swedge skyline (new), approx. 2000' 5/8" Swedge skyline haywire, guywires, carriage at extra cost; 75MHz radio system; mounted on Freightliner w/Cummins power. Approximately 6,000 original hours. Good clean unit, yarded logs in August, 2011. Consigned.....\$65,000

**JONES BRUSH**, from LB 330LX, 60"Wx63H, w/pins, used on one job, this is a heavy duty rake!.....\$7,500

**YOUNG BRUSH RAKE**, removed from CAT D7E, approx. 9' wide, 6' tall, (8) 29" teeth, good heavy duty rake.....\$3,500

**MEDFORD LOG FORKS**, for Komatsu WA450, good condition.....\$3,000



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**2004 CAT 321C LCR w/FECON 36" MASTICATOR**, bucket, hyd QC, very good unit, ready to work.....\$145,000



**1992 CAT 518**, 95U series, 23.1 tires, CAT winch, grapple, good overall condition.....\$26,000



**1978 TEREX 33-03B OFF-HIGHWAY WATER TRUCK**, repowered w/Tier II Cummins 8.3 @ approximately 240 hp, Allison transmission, good 16:00x25 tires, Berkeley pumps, runs, shifts & sprays, approx. 51,000 lbs.....\$16,000

**1997 KW T800 LOG TRUCK**, CAT 3406E, 475 hp, jake, 18 sp, DT461P 2sp, 46,000 lb. rear, KW 8 bag, 220" WB, 120 gal. fuel tank, twin cleaners & stacks, 11R24.5, alloy wheels, air seat, AM/FM, AC, good brakes & drums. 600,786 miles. Approx. 230,000 on rebuilt engine. 1967 PEERLESS, air scales, 8'6" bunks, 60" stakes.....\$42,500

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THE ESTREMADO GT3 was hanging out about 1,200 ft. on this show, putting the Acme 23 motorized carriage to good use with quick turn around times. Heading for their next turn are Josh Alter (white shirt) and Justin Winter.

## Estremado Logging

(Continued from Page 8)

married or we were done. So we drove to Reno and got married in 1950," while he was still in the Air Force.

First son Danny was born in 1952, while his father was stationed at White Sands, New Mexico.

"He was out of the service in about 18 months," Joyce explained, "...and when Joe came out of the service, Damien had built a new house up here for us," and the young family settled. "When he got back home," around 1955, "he went right back to logging. He'd never worked with the cattle. He wanted to log."

At that point they formed Estremado and Sons as the logging business. "That was "Damian, and

Joe, primarily a skidding show," Dan Estremado explained, "... with the D2 Cat." Dan recalled the day they took delivery of a Cat D4, that gave them two skidders. "They got the clutch engaged, but didn't know how to disengage the lever (to get it out you had to release that lever, but they weren't familiar with it) so it continued chugging along through the barn, through the wall, then figured out how to disengage," with a new barn exit as a result.

The next decade they continued the skidding show and a single side, logging their own land and selling the logs, until he landed a contract with Timber Products.

## Tower logging

Estremado can recall when the Estremado Logging switched

from logging with crawlers to tower logging "...around '64 or '65, when they got the contract, after they'd bought the (Skagit) SJ5," learning as they logged. "Logging was starting to go well at that time, and they were logging steady." With the SJ5 the crew had grown too, "...they had an engineer, timber cutter, rigging slinger, probably had cutters as well of maybe eight or nine guys."

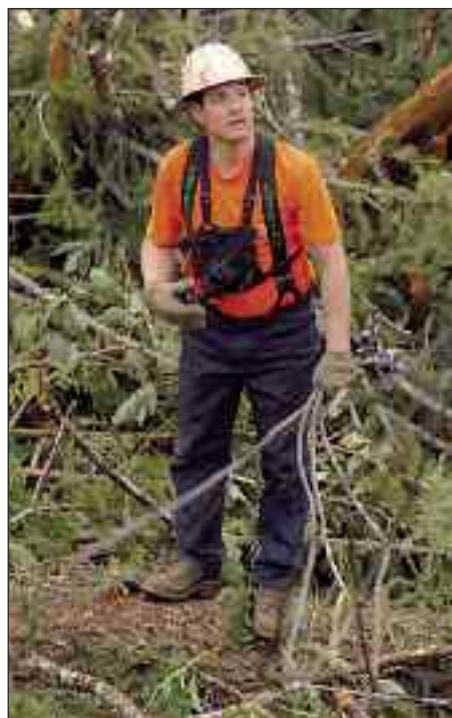
## Next generation

The oldest Estremado son, Dan, "...went to work with dad from when I was 11 or 12," he recalled. "He had me work from day one. Lots of pulling line, pulling bull line uphill from that age on. I was out there, but I wasn't happy about

(Continued on Page 12)  
See "Estremado Logging"



JUSTIN WINTER works in the brush for Estremado. "I grew up with my dad logging, he had his own business," he said. "I'm more of an intense guy, like the thrill, like to sweat." He enjoyed the crew saying, "We've been working together for quite some time. We're like family out here. We look out for each other, and help each other out."

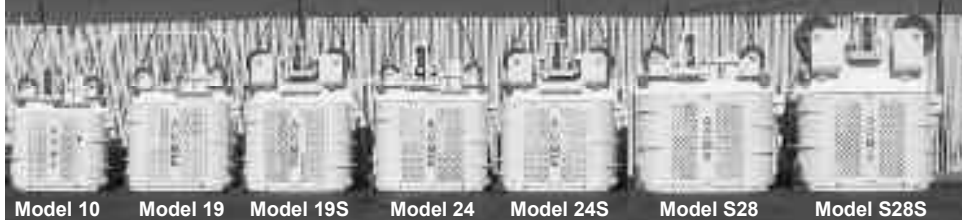


MELVIN WILIAN is the hook tender on this side who's been logging the past 10 years. "I like it"... setting chokers, first, pulled rigging about five years, and then got hook tending and been doing that 4 1/2-5 years."



JOSH ALTER is a rigging slinger on this side, and has been with Estremado "...off and on for 11 seasons... a good home." He's also worked for helicopter logging outfits as well, "setting chokers. "I work with a bunch of good guys... we help each other when we can."

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2006 JD 2054, 11,000 hrs., new u/c.....	\$97,500
2003 Link-Belt 370LX, Pierce grapple, 15,300 hrs., recent u/c .....	\$112,500
2005 Link-Belt 350LX, 9,700 hrs., good cond. ....	\$179,500
2000 Link-Belt 4300Q, 12,500 hrs.....	\$87,500
1998 Case 9040B, Pierce front, good u/c, 17,500 hrs, w/ spare motor.....	\$45,000
2008 Madill 1800, 7,800 hrs, new u/c, good cond.....	\$165,000
2008 Doosan 300DX, 4,000 hrs., good cond. ....	\$155,000
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2002 Kobelco 210, w/00 750 Log Max, RB front.....	\$43,500
2000 Prentice 620FB, w/ Log Max 750 .....	\$47,500
1999 Valmet 911C, w/ 965 head, w/ chains & track chains, comp. update .....	\$97,500
2003 Cat 322C, w/ Pierce 3348, good cond.....	\$77,500
2001 Link-Belt 3400Q, w/ DM 4400, 13,000 hrs., good cond.....	\$69,500
1999 Doosan 290, w/Pierce 3345 .....	\$25,000
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1996 Timbco 445B, 22" Quadco, new pumps and hoses .....	\$75,000
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1995 Timbco 445B, 22" Quadco.....	\$45,000
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1994 JD 548E, w/ winch, bunching grapple, 2,000 hrs rblt motor .....	\$27,500
1995 TJ 933C, Clam bunk, 8X8 w/ boom & grapple.....	\$88,750
Mountain Logger ML150, w/ winch & brush rake, good rubber & chains .....	\$15,000
1999 Cat D8N, 11,000 hrs., w/ MS ripper, good u/c .....	\$99,500
1984 JD 750, w/ winch, C frame, angle dozer, cab., good u/c.....	\$23,500

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Madill 124, good cond. ....	POR
1992 T-Bird TSY 255, Cat power, good cond. ....	POR
Diamond D210, good cond. ....	\$249,500
1998 Skagit GT3, water cooled interlock, 400 Cummins, on rubber.....	\$45,000
T-Bird TY 90, T100 HD w/ 8 guy lines self prop. Rblt Cat power, new paint.....	\$285,00
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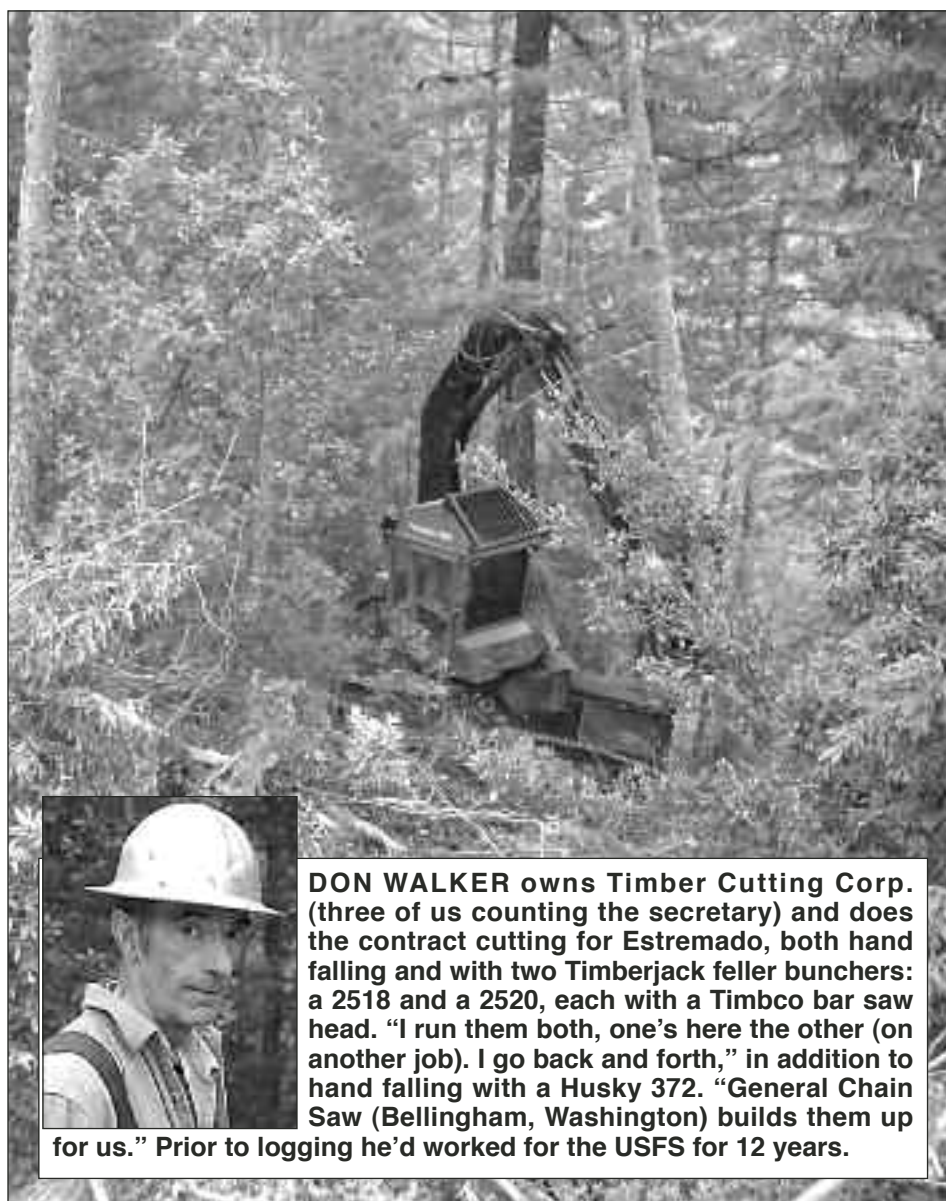
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**DON WALKER** owns Timber Cutting Corp. (three of us counting the secretary) and does the contract cutting for Estremado, both hand falling and with two Timberjack feller bunchers: a 2518 and a 2520, each with a Timbco bar saw head. "I run them both, one's here the other (on another job). I go back and forth," in addition to hand falling with a Husky 372. "General Chain Saw (Bellingham, Washington) builds them up for us." Prior to logging he'd worked for the USFS for 12 years.

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## 12 Estremado Logging

(Continued from Page 10)

MARCH 2012  
LOGGERS WORLD

that at all. I hated getting up at 4 a.m. all summer long. If I didn't get up I'd be dragged up and in that vehicle," he said recalling the memory with a laugh. "And I said to myself, 'when I'm out of school I'm not going to log... no way!'"

He'd considered college, but was married in 1970 right out of high school, and started working for the Boise Cascade mill in Medford, "I started out sweeping floors," he explained, "and from there to the plywood division on the spreaders turning sheets, then transferred from there to the patching panels. I was a plugger, doing the same thing in the same place," and the boredom brought to mind, "can I make a ca-

reer out of this? I can't do this forever, but wound up staying there for three years."

"I went back to dad and asked if there was something I could do in the woods," Estremado said smiling, "and he taught me how to load with a Link-Belt LS90 loader, and old cable machine, and that's where I started." On the loader he was able to see a lot more of how the business, and how creating more value worked. "I started taking an interest in what dad was doing and how he made all of this work."

They were still running a single side, but including cutters and the trucking crew numbered about 12-15 by this point in time. "Dad ran the show."

(Continued on Page 17)

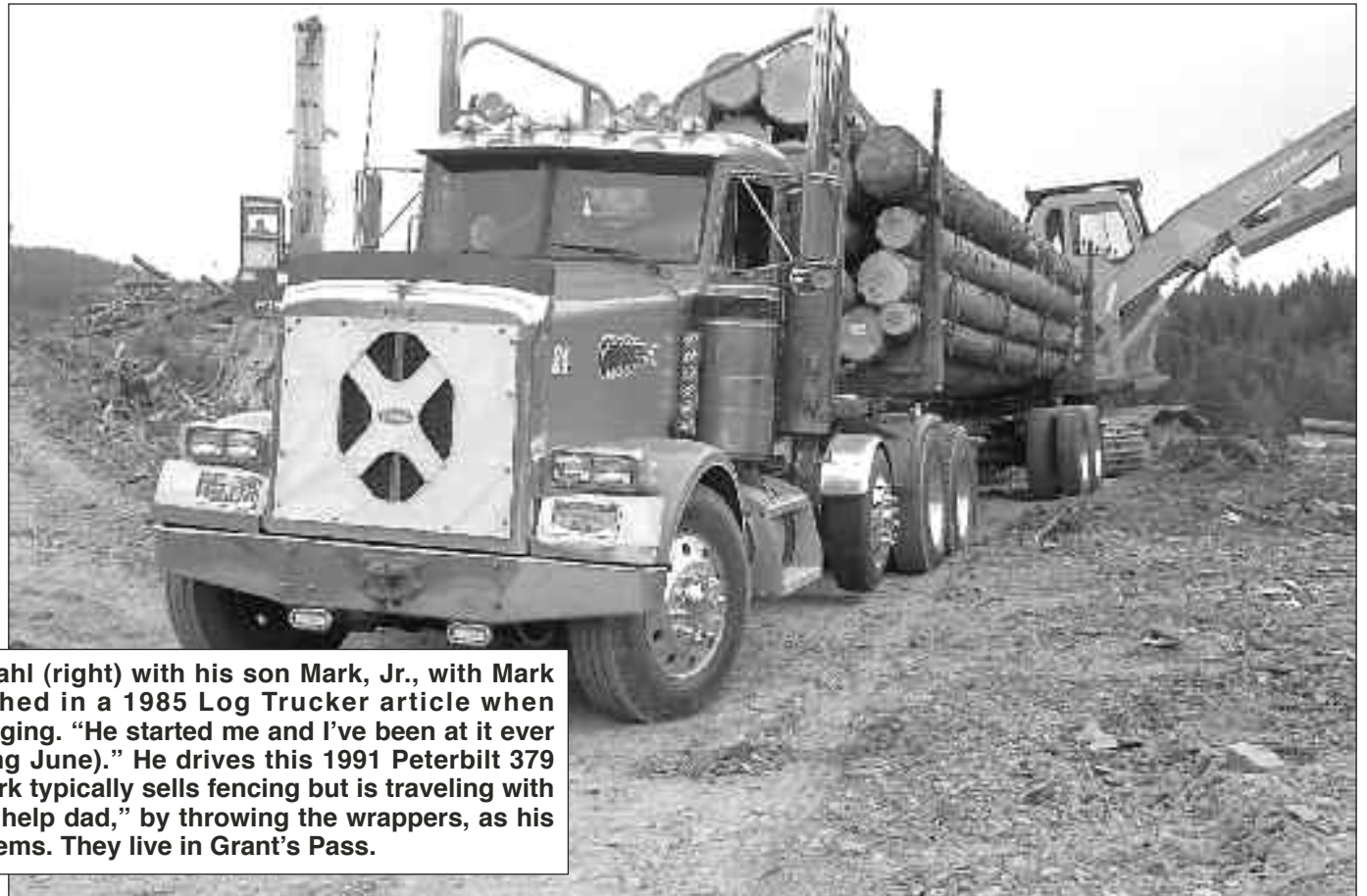
See "Estremado Logging"



**FOUR GENERATIONS** of Estremado's around 1985. From the left is Dan, then Grandpa Damian (who originally emigrated from Spain to California, then Oregon ), Justin (Dan's son) and Big Joe, Dan's father.



**TRUCK BOSS** Mark Grondahl (right) with his son Mark, Jr., with Mark holding a picture published in a 1985 Log Trucker article when he'd worked for Yahtzer Logging. "He started me and I've been at it ever since, (30 years this coming June)." He drives this 1991 Peterbilt 379 with General trailer. Son Mark typically sells fencing but is traveling with his dad, "...as a side job to help dad," by throwing the wrappers, as his father has some back problems. They live in Grant's Pass.



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DOUG BRITT talks with Dan Winters, side rod on Estremado's second GT3 tower side. Britt operates Estremado's Waratah HTH624 dangle head processor mounted on a Komatsu 300 carrier. "I've been logging for 30 years," he smiled. "Both my grandparents were loggers, and my dad was a logger. I'm following right along with them." He also switches to the Doosan 250LL with Jewell grapple to load trucks, while Dan Estremado continues to clear the chute and deck logs for processing until Britt finishes loading and returns to the processor, keeping the wood flowing constantly through the yarder to processing and then the trucks, Estremado explained.



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DAN ESTREMADO clears the chute with his Doosan DX300LL shovel with Rotobec grapple, one of two shovels, with a processor, on the same landing. "The Waratah processes and decks the wood, the two shovels on the job, one clears the chute, the second shovel loads the trucks" Estremado explained. "That way the yarder, the processor, and the trucks never stop. There's no hold ups in our operation." Waratah operator Doug Britt runs both the second shovel and the processor as the need arises.



MATT PIRNIEE is the chaser and has been logging since starting with Estremado two years ago. "I love it out here," he said with a smile. He's bumping knots on an oversized tree with a Stihl MS460 Magnum with Oregon bar and chain.



CALVIN TUCKER is the GT3 yarder engineer on Estremado's side, and a veteran logger with 20 seasons beneath his belt, who joined the crew about five years ago. He started in the brush, and worked his way up to run yarders the past 15 years.

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**NICK PALMERTON** clearing the chute on Estremado's Winter's side with a Doosan DX300LL shovel with Jewell 36" shovel logging grapple. Palmerton started logging out of high school nine years ago starting as chaser, then choker setter before running a skidder then a crawler, and finally a loader, and he's been running them ever since, joining this crew a year ago. "It's a great machine," he said of the Doosan, "I really like it. It's fast, got a lot of power, great fuel consumption: on a hard day the most I've used is 50 gal/day and when we're just doing this it's 40 gal/day." He lives in Medford.



**DAN WINTERS** joined Estremado 12 years ago, when they started a second logging side and added their second GT3 yarder. "Dan knew the business," Estremado said. "He's the only guy I can say he thought almost identical to me, and that was huge." He has the respect of the crew as well from his knowledge and mindset of getting things done. "We nicknamed him the Wizard," said hook tender Melvin Milian. "If I need help, we call him over here," and he shows them how, then Milian smiled and added, "He has a lot of nicknames!!"

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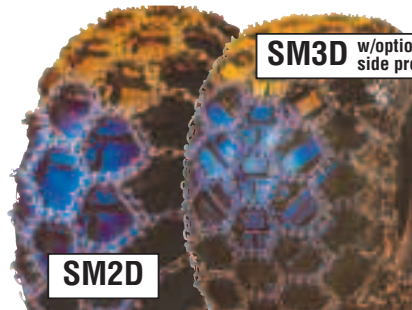
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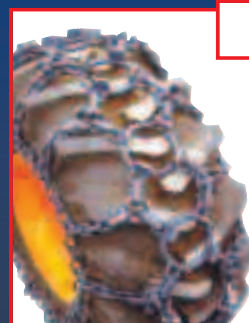
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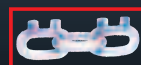
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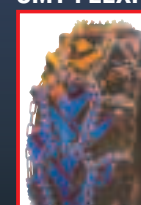


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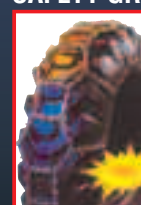


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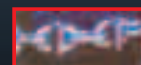


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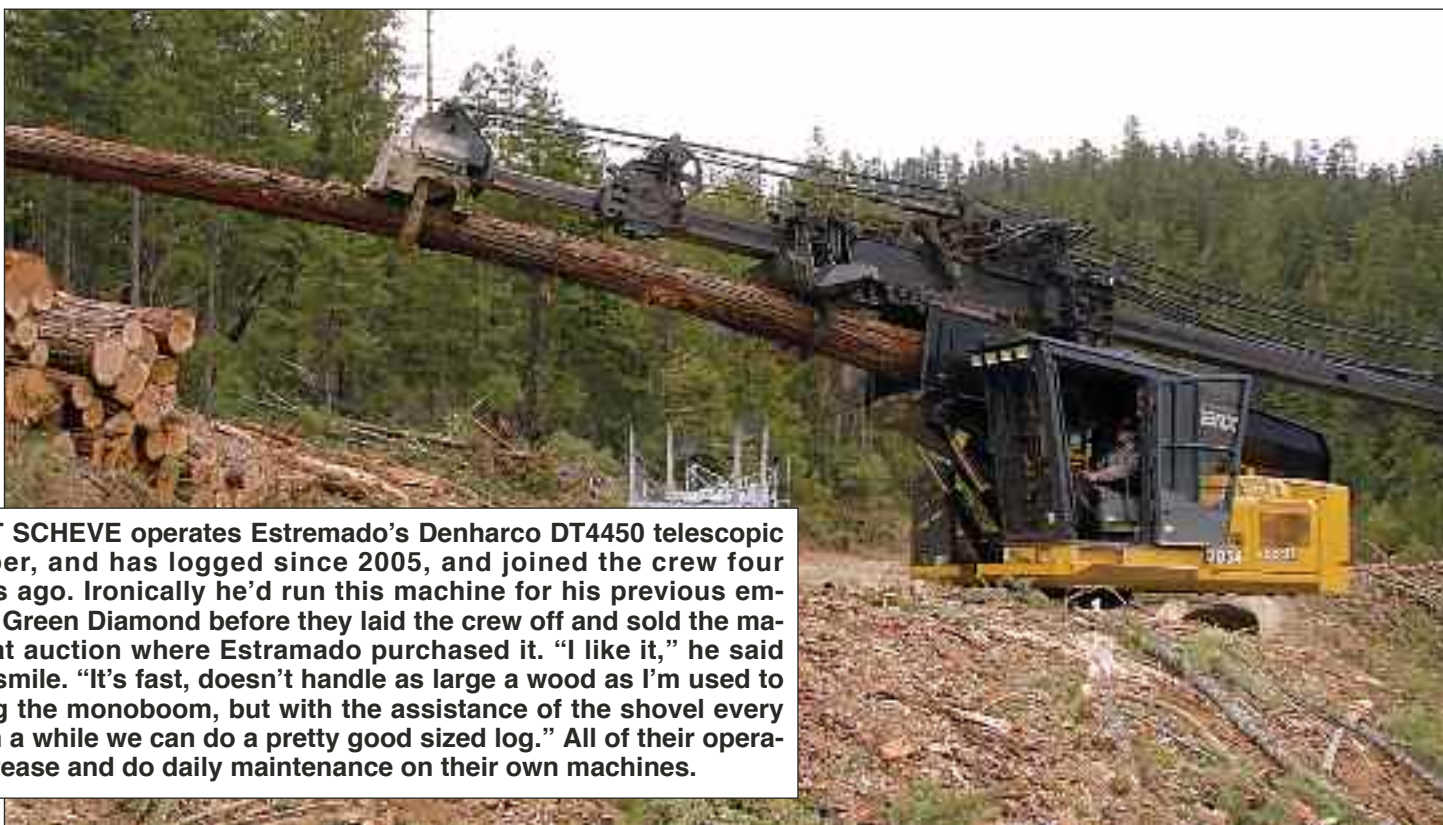


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GRANT SCHEVE operates Estremado's Denharco DT4450 telescopic delimber, and has logged since 2005, and joined the crew four months ago. Ironically he'd run this machine for his previous employer, Green Diamond before they laid the crew off and sold the machine at auction where Estramado purchased it. "I like it," he said with a smile. "It's fast, doesn't handle as large a wood as I'm used to running the monoboam, but with the assistance of the shovel every once in a while we can do a pretty good sized log." All of their operator's grease and do daily maintenance on their own machines.

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## Estremado Logging

(Continued from Page 12)

The trucks were always a feature of the logging operations from the very early years to presently. "That was something you needed to get it to the mill at the time," he noted.

### The GT3 tower

With the old SJ5 getting older in '77 they were in the market for a newer yarder. "We had several jobs out in front of us," Estremado explained, "and dad decided we needed another better, faster, yarder," which put them in touch with Jack Smith, ultimately taking a week long trip, "...with grandpa, dad, myself, and some others. "We went all the way up into Canada looking for yarders. Got into Canada, Jack had a plane scheduled to look at some more yarders, and they were logging the whole mountain, six yarders logging all of it," he said. "We started in Medford, stopped in Eugene, Medford, Portland, Sedro Woolley, looked at Washington, Madill, everything and decided the GT3 was the best answer. It was almost new, 50-ft. tower, had very few hours, and we paid \$230,000 or so," he said with a serious expression, adding "...in 1977 it was a lot of money."

"When we went to the GT3 it was called a running skyline and we were only used to butt rigging, so it was a whole new system," Estrema-

do recalled. "Way different forces, very different."

Upon delivery they setup and rigged the first setting, "tightened the line on the tree and it fell over," Estremado said. "Rigging another tree and it fell over too. By the time we rigged the fourth tree and lost it as well, we decided to bring in someone who could show us how to do it right."

The man they found was a veteran tower logger Jim Parks. "He was a well known logger out of Shady Cove who came up," Estremado recalled. "Parks was one of the best. He was probably in his 50s then. He'd done it all and knew his business... a very good guy to call and show the rest of us. He spent a few days, showed us what we did wrong and right, then we went to work from there and learned as we went. I was still a pretty young guy then, and learned from a very good teacher."

With the GT3 they got a Danebo MSP (mechanical slack pulling) carriage. "It was our first time using the MSP which came with the yarder," Estremado said. "They're a good little carriage." The MSP to the mix, "...was totally different, a whole new learning experience. But we were able to log, and we were competitive then as we learned."

(Continued on Page 18)

See "Estremado Logging"



JAMIE HERNANDES is the GT3 yarder engineer on the Winters side seen here bringing a turn to the landing with an Acme 22 motorized carriage they've had the past decade. Hernandez has logged the past 34 years, starting in the brush, eventually graduating to yarder some 26 years ago. "When I first set my first choker, I couldn't touch the whistle for 2 1/2 years before you could wear a bug," he laughed. He'd joined Estremado 9 1/2 years ago, and lives in Eagle Point.



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## 18 Estremado Logging

(Continued from Page 17)

### Changing of the guard

**T**hey continued to log with the GT3 on a single side the next several years, gaining experience along the way and for Dan Estremado, "...learning to handle the crew and how to bid jobs," and learning to run the company along the way.

The company had always been a partnership between Big Joe and his brother Jim. "Jim ran the ranch and dad ran the logging," Estremado explained.

Up to that point, Jim would accompany his dad to look at jobs,

"...but he set the number himself," up til around 1991, when his father decided, "...he wanted to get back into the farming more and out of the logging, so he sold his half of the company to me. He just decided he wanted to do something different."

Dan purchased the company (changing the name to Estremado Logging, Inc.) on contract, including the GT3 with the MSP carriage, an old grader, a Barko 450 log loader, a Cat D7, and four or five log trucks. "We probably had 10 or 11 men total."

The transfer was pretty seamless. "It was just as I'd been doing it all along, no unexpected changes or problems. I'd been there with him

all along."

"We had more work than we could do at the time and had to make a decision to turn work down or step up, buy more machines and add more crew."

In the midst of this an experienced journeyman logger, Dan Winters, joined the crew. "He was like me," Estremado said. "He'd started with Dean Wilson and had logged his whole life," and more to the point was "capable of taking and running another side."

It was a turning point. "It was kind of scary buying machinery to do this work, he noted." They purchased a second GT3, shovel and processor and established their sec-

ond logging side. "If we're going to compete," said Estremado, "we have to step up and be able to produce."

"You're only as good as your people"

"Dan knew the business," Estremado said. "He's the only guy I can say he thought almost identical to me, and that was huge. Good crew members were available... and Dan to tie it all together. I had confidence in him to take on more work, keep our efficiency up and produce"

"That's when we started to step up some gears!" he said explaining, "...we didn't buy it all at one time."

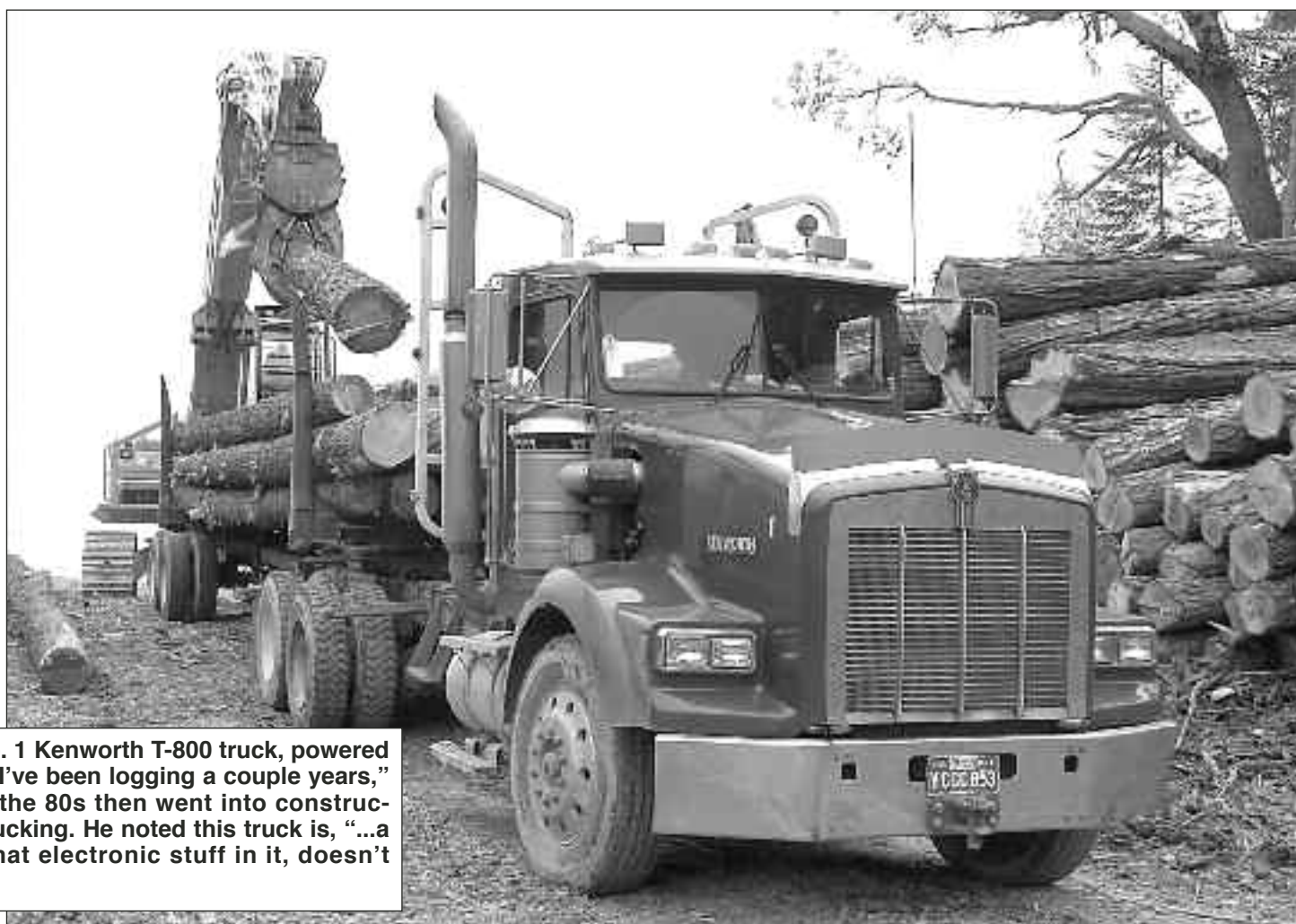
(Continued on Page 19)

See "Estremado Logging"

MARCH 2012  
LOGGERS WORLD



JAMES CLEMENT drives the No. 1 Kenworth T-800 truck, powered by a 3406B model Cat engine. "I've been logging a couple years," he explained. "I did it back in the 80s then went into construction," before returning to log trucking. He noted this truck is, "...a good old one, doesn't have that electronic stuff in it, doesn't break down."



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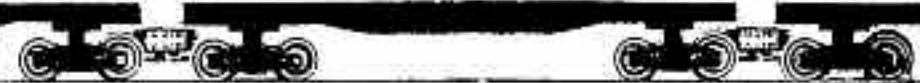
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**JOHN TRILLER** was chasing on the Winters side of Estremado Logging. Typically he's the watchman on the site, but was fillin in that day.

## Estremado Logging

(Continued from Page 18)

Good used equipment, never new at that point. We'd buy a piece, pay for it, get another and pay for that. We didn't want to take big risk, so we covered the bases as we went using our older iron in between."

"GT3 was the first machine we bought in expanding," Estremado said. "We still chased on the landing at first, and used an old shovel.

### Automation

**T**he ongoing change in timber size pushed Estremado gradually towards automation. "We decided to go to a motorized carriage and to processors to compete." The first step was a motorized carriage, which led to their first Acme 15 motorized carriage. "It made a big difference," Estremado said. "Production went up immediately. We could (go out) further laterally, but the

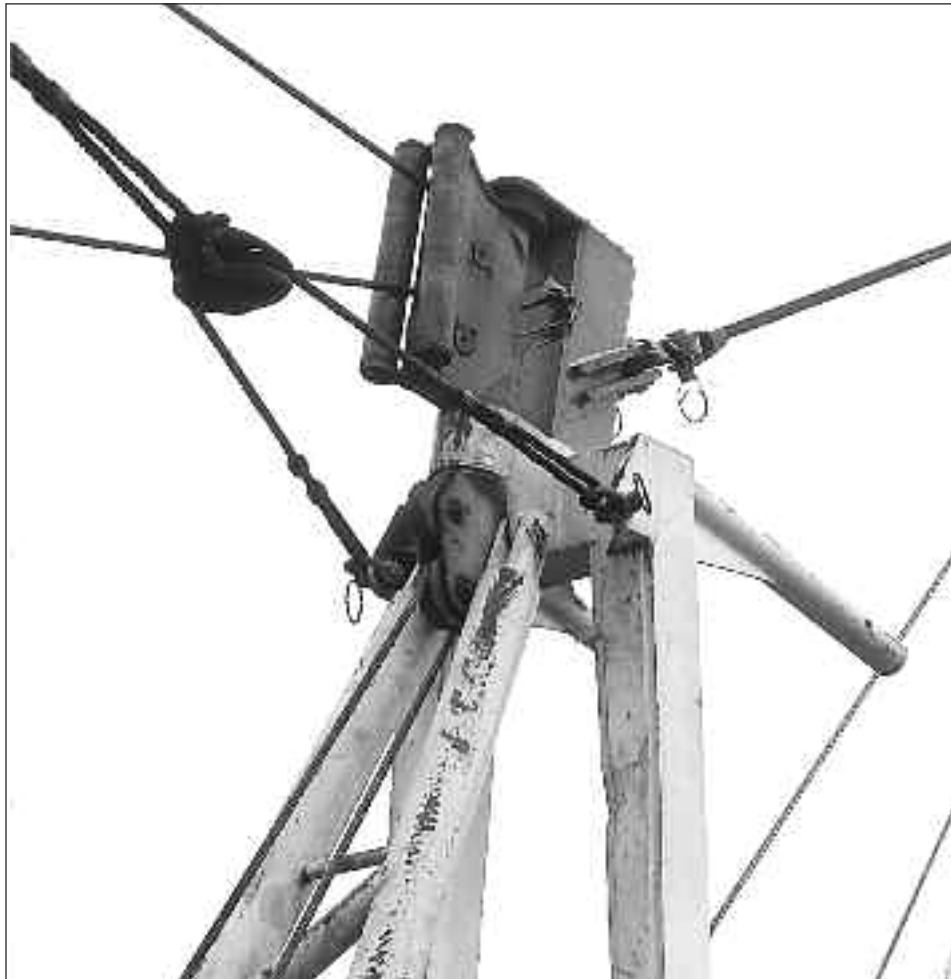
speed was a big difference. We could pull more wood in." He emphasized, "...it was just a better way to log. Move to a job, get it in, get out, get it moving. That's what it's all about." Then he added, "...it helped pay for the next step: we bought a second carriage for the second side, an Acme 22. A little bigger, heavier, more power, and it improved production as well."

Next step was processing, when

Estremado purchased a Cat 225 with a Denharco 3000 DT, a telescopic delimber, which had "...less tail swing, and we could work around it a little better." The next year they purchased their second, a 220 Komatsu with a 3000DT Denis.

The most recent John Deere 2054 with Denharco 4450 telescopic stro-

(Continued on Page 20)  
**See "Estremado Logging"**



**ESTREMADO HAS THREE GUY LINES** on their GT3 yarders. "The first GT3 yarder we put it (the third guy line) on 10 years ago when we first bought the Acme carriage," explained Dan Winters. "We were going out a long ways and this machine's not set up to go out that long, so we figured out a way to put a third guy line on, and that's what we came up with." When they purchased the second GT3 and established Winter's yarder side, they added the third guy line immediately.

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## 20 Estremado Logging

(Continued from Page 19)

ker was purchased in 2007, which he described as the "latest and greatest of the stroker world."

They'd been considering dangle head processors, "for space and versatility" a few years, and "wanted to make the change, especially after seeing (Plumley Contracting) Doug Plumley's HTH624 Waratah," Estremado said. "I knew what we wanted, then we found a 2006 Waratah HTH624, and married with a 2000 300 Komatsu carrier. Part of logging is knowing what tool

you need for your application (what will improve it and make it all work)." This worked very well.

Similarly they wanted an experienced operator, and found a good fit in Doug Britt, "he's worked very well for us." The result, "...space wise we gained a lot on the landing, plus versatility, and speed," said Estremado. "It works better than expectations. It's a fine machine."

Estremado's landing layout keeps a shovel clearing the chute all the time, rather than as some have done using the processor. "With the shov-

(Continued on Page 21)

See "Estremado Logging"



**SLEEPING ON THE JOB** is then 3-year-old Dan Estremado next to his dad Joe who was running a grader. Dan bought his father's interest in the company in 1991.



**CHRIS HONEYCUTT** is a rigging slinger on the Winters side for Estremado logging, and joined the crew in February of last year. "I'm learning a lot," he said, "especially with the grumpy old fu\*\* there," he said smiling, nodding towards Winters.



**DON ANDERSON** is a journeyman who has logged since he was 18, in addition to other work. "I've built sawmills and tore them down, weld, fabricate, built up steel buildings, etc." but when it comes to logging, "I like being where the action is!" He'd worked with Estremado for a six year span earlier and rejoined them eight months ago.

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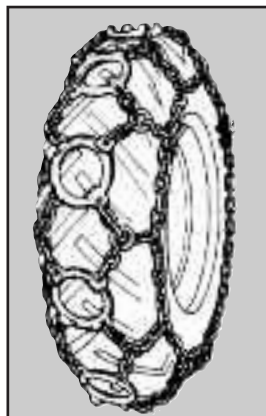
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**BRANDON AND TONY ESTREMADO**, in front of Tony's John Deere 892 shovel logger he operates on the ground skidding side for Estremado Logging. "I started going out into the woods when I was 14," he noted, and went to work full time right out of high school in '79. He runs their Cat logging side, and if that's not running, "...we have this ranch here. We do horse boarding, we run the arena. It's all part of the corporation." Brandon has logged since high school as well running the Komatsu 200 with a 3000 Denis monoboom stroker. "Brandon's a real good hand, and a very good mechanic." Brandon may look a bit tired, but it's with good reason: he and his wife had a 7-day-old newborn they'd just brought home a few days earlier."

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## Estremado Logging

(Continued from Page 20)

el we take the (oversize) log out for the chaser to handle the limbs, and give the Waratah what it can handle," said Estremado. "The Waratah processes and decks the wood, the two shovels on the job, one clears the chute, the second shovel loads the trucks. That way the yarder, the processor, and the trucks never

stop. There's no hold ups in our operation." People wise on the landing, the Waratah operator moves to the second shovel to load the trucks, "...while I (clearing the chute) continue to deck wood for the Waratah. It eliminates wait on the landing, and in the long run it pays!"

Their second side will adopt the same setup he noted, "...when we can afford it."

They have seven company trucks but presently are using only five of those.

Estremado's brother Tony runs a skidding side when the conditions and markets warrant it. They were intending to be operational within a few weeks.

Their shop is located on the Estremado ranch. "We service the trucks at the shop and work on equipment. We have two full-time mechanics, brothers Terry Williams and Cliff Williams who work both in the field and in the shop." Terry's been with them a number of years; Cliff just joined the crew a year ago. The individual operators take care of the routine maintenance.

The crew is the heart of the operation. "Men in the key positions have been with us a long while," he noted, giving them a good mix of veterans with some cross training, and a good spirit from the ground up.

One key to participation in the safety meetings is draw of book-keeper (and Estremado's mother) Joyce's infamous breakfast sandwich. "Meetings are at the office or at my house," Joyce smiled. "I spoiled them a couple years ago so they come for that."

The future is in good hands. "We're all professional loggers," Estremado said. "We joined that right away. Were going to go as long as we can. As long as there are jobs and we can keep going we will. We'll see what happens but that's our plan."

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# 63<sup>RD</sup> SIERRA-CASCADE LOGGING CONFERENCE

SHASTA DISTRICT FAIRGROUNDS  
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By Mike Crouse

**W**arm weather, sunny skies, full group of equipment displays, and a rich selection of programs filled the Shasta District Fairgrounds, eight miles south of Redding, California for the recently completed 63rd Annual Sierra Cascade Logging Conference. Attendance appears to be a bit stronger than the previous few years.

This year's conference, which opened Thursday, was preceded on Tuesday and Wednesday by both Pro Loggers credited classes, and the annual golf tournament that Wednesday as well.

The conference ceremonies opened at 8 a.m. with the Conference Kickoff Breakfast at Fusaro Hall, being expertly emceed by Jed Gibson, who kept things on schedule. This year's conference president was Mark Lathrop who noted the change in venue was greeted cheerfully saying, "Many have said they're happy we're back at the fairgrounds." Lathrop also noted the board had worked to essentially double to 800 the number of students taking part in their education day.

"This year's conference was put together with all volunteer help, and made possible by donations and sponsorships," and terrific participation by the SCLC's board of directors. Lathrop smiled in noting, "it's been amazing how much work these guys put into this."

The John Jarred Award recognized the work of Kathy Muse, and this year's SCLC Logger of the Year was presented to Tristan Allen, owner of CLT Logging, Inc.

Keynote speaker was framer/rancher, and co-founder of AgChat Foundation, Jeff Fowle speaking on their success and the potential for other natural resource industries in social networking as a tool where you can, "...control your destiny, make your news, and make a difference." (See From The Stump, "Influencing Policy" in Log Trucker on Page 4)

Of particular note were the panels.

The first, Marijuana Gardens: "The public safety threat on our lands" moderated by John Anderson.

When the public policy changed



THE FIRST FEW DAYS of the SCLC was marked with sunshine and a good crowd.

towards active management and harvest of federal forests part of the cry at the time revolved on those grounds being used by drug interests as fertile fields to grow marijuana in particular, a claim general scoffed at by media. Those claims have become reality, not only on federal, but also on privately held forest lands where the hugely profitable drug crops are carefully tended, watered and protected, which is resulting in serious threats to life, property, and safety. Sgt. Barry Powell, Roger Newton and John Anderson gave a fact filled presentation on the real destruction, and grave danger both loggers and the general public are exposed to if they happen across a growing operation, and emphasized to withdraw if you find yourself in that position, and notify local law enforcement. California's issue on this is indeed serious.

Forest Carbon: Science, Legislation, and Regulations, outlined the uniquely California issues of carbon sequestration, cap and trade carbon credits, and how the process continues moving forward within the borders of the state.

Terry Collins (Collins Pine) led off with a basic primer on carbon dioxide levels in the atmosphere forestry's part, and potential profit,

from their part. "The product we produce is a climate neutral product (because of the renewable energy they place into the grid (in California)," said Collins. "What can forest managers do to reduce atmospheric carbon dioxide? Maintain healthy forests through active management, and produce more locally-grown wood products for the domestic market."

California Forestry Association's Steve Brink gave an overview of the statutory and regulatory elements of California's legislation on climate change, a key part of which was in AB 321, which contains 18 major components including "building high speed rail." Needless to say, the complexity and breadth of reach is staggering. "The auctions for carbon offsets begins in 2012," Brink explained, "with two auctions a year, expected to bring one billion in revenue per year (August 14 and in November). As a refiner (forestry) you're able to achieve the prescribed level. The auction is about selling

surplus allowances." (Is everyone on board?)

The last presenter was Sierra-Pacific Industries Ed Murphy, who's been involved in the process from the start, and has the battle scars to prove it. He noted from the above auctions, "...there's a 10% grab by the state for revenue in some from (NOTE: high speed rail will receive part of this)." He then noted, "...most people will do anything to save the environment except take a science class."

One of the more perplexing points from the environmental industry is the issue of "additionality," which Murphy explained. "Under their view, you compare what you'd done before (replanting trees) to what you're going to do the next year, and the difference is "additional." That's right, standing forests and the commitment to reforestation of the past 80-90 years doesn't count, only those trees planted in the future. "How do you figure out what you did last year? The approach: Average carbon stocking."

To date as of this printing, the state of California has yet, in their infamous wisdom, to declare the base level of the various industries carbon offset needs, in addition to other elements, which were forecast to be in place some while ago as well.

Added to that is the ongoing interest of the environmental community in making sure issues such as "additionality" come to play.

Needless to say, the SCLC's rich history of timely topics again delivered on the promise.

The conference board did a splendid job this year even without considering both a challenging economy, and limited resources.



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## As We See It

(Continued from Page 6)

brought to the table by ALC representatives in Washington, DC this year, some focused on individual state issues and others on federal policy that either restricts or enhances the industry. Whatever the issue is, you can bet that the overall focus of the American Loggers Council will be to promote those issues that will help to create jobs, provide regulatory burden relief, and inform members of Congress on the importance of the timber harvesting industry to the nation's economy.

Our hope is that as you learn more about these issues, then you also will become involved with the many volunteers out there working on your behalf through state, regional and national timber harvesting organizations to support the industry. While our visits to Washington are important, your voice on the issues is critical to our success.



The American Loggers Council is a non-profit 501(c)(6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at [www.american-loggers.org](http://www.american-loggers.org) or contact their office at 409-625-0206.

## Rigging Shack

(Continued from Page 4)

you do.

### From the mobile office

**L**oggers World owns an eight Land onehalf foot——over the cab——'Security' Camper. Only we call it a 'Mobile Office'. This way we are able to deduct the cost and the expenses easier than if we called it a 'Camper'. It is a good rig and has paid for itself sever times over.

Heard that the New York Garbage men call themselves "Collectors of External Residue".

It isn't what you do that is important. What is important is what you call what you do!

Dave Howell is the owner of Lone Pine Logging Company of Cathlamet, Washington. This outfit logs for Crown Zellerbach at the Cathlamet Managed Forest. On the First day of February left our headquarters and drove down to and up the Nehma river to be close to where Dave is logging so that I could visit him next day.

Object of the visit (I had several) was to meet Dave Howell and his crew——to take pictures of the logging men and the machinery——to gather information to pass along to our readers——to

take some special color pictures of their new 'Wildcat' Yarder & Portospar for Eston Dumont of EDCO and to take some 16mm color movies of this operation for Eston to show at the upcoming Oregon Logging Conference.

Need more reasons than that? One more good one——the ice and the snow and the slippery hi-ways had nailed me to the office for over a week. I was getting a touch of cabin fever and the people around the office had enough of me. Time to leave for a few days.

The first day of February was cold and sunny. About two in the afternoon packed the Camper (Mobile Office)——whistled up the dog and set off for the job about 115 miles away. Wasn't heading for the job exactly, just wanted to get close to it for the next day.

Visited a couple of places on the way down——mainly Merle Nordland, manager of the Cascade Loggers Supply store in Naselle——took time of to look over the 'Superior' trees in Crown Zellerbach's test plantation on the North Nehma River. These trees are grafted fir trees of specially selected stock. They were grafted by John Spahn eight or nine years ago. Some of these trees will compare favorably in size to twenty year old average fir trees.

The it was dark and time to find

a place to park the Camper for the night. Did that!

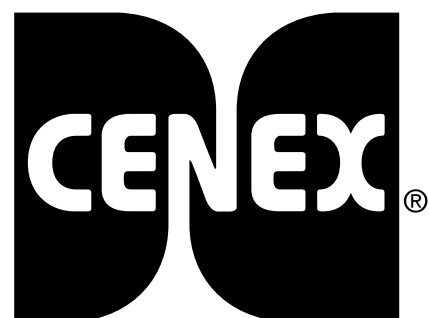
Opened two cans of dogfood for the hungry Lab——made tea and toasted cheese sandwiches for me——cleaned up the mess and it was 6:45 in the evening. With seven sputtering candles giving light found that I didn't have a darned thing to read but a copy of the Alberta Game Laws, two different old issues of Loggers World and a fist full of road maps. Horrible!

About then one of the candles set the window curtains afire and that used up about fifteen minutes.

Decided then to sit quietly and write some "Rigging Shack" for the paper. You are reading it now——at least I hope you are!

COMFORT? I've got it in this rig. Outside temp is maybe 20 degrees and inside it is about 68 degrees. Lots of heat, able to make coffee anytime it is wanted, and a good bed ready when it is time to hit the sack. Set the Alarm for 5:30 and nothing but good prosspects for a good night of sleeping ahead.

It is quiet and Peaceful. Quiet and peaceful except for one little thing. A mystery really. Up on the hill I can hear some logging machinery running. When most loggers are shut down these loggers are working right on thru the winter night. Wonder who it is.



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loses his."

*- Jed Gibson, emcee for the SCLC Kickoff Breakfast paraphrasing a 1980 Regan campaign quote*

### European biomass demand

**T**he December-January issue of the U.K.-based International Forest Industries suggests that economic realities may result in some easing of European Union countries' renewable energy mandates. Commenting on some recent cost-saving measures in UK energy policy, editor Chris Cann comments, "By doing this, the UK is saying that the green energy push is alright up to a point but, in times of high unemployment and rising living costs, promoting industry and controlling energy tariffs are the priority. This has the added benefit of cutting back on

green energy initiatives, which most will realise are expensive. The UK is not alone in this. There are many countries across the world right now that look at green energy as an idealistic luxury at a time of necessity."

Mr. Cann, however, declines to bite at his own bait: "The reality," he continues, "is that biomass utilisation levels are still low against their potential," and he proposes that continued robust growth "over the next ten years" need not be predicated on continued government subsidies.

(Continued on Page 25)

**See "Roundup"**

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## Roundup

(Continued from Page 24)

On this side of the pond, the January 9 New York Times draws attention to federal mandates' failure to induce the supply of cellulosic ethanol for 2011 stipulated in the 2007 Energy Independence and Security Act. That piece of policy imposes penalties—\$6.8 million altogether in 2011—on oil companies that fail to meet the quotas for blending cellulosic ethanol into their gasoline and diesel, even though that substance does not yet exist on a commercial scale.

"From a taxpayer/consumer standpoint, it doesn't seem to make a lot of sense that we would require blenders to pay fines or fees or whatever for stuff that literally isn't available," comments an American Renewable Energy Council board member. The Times observes that one commercial-scale cellulosic ethanol plant, KiOR's Columbus, Mississippi project, is scheduled to go on line in the fourth quarter of 2012, and Poet's mill in Iowa should be turning corn cob into cellulosic ethanol by sometime in 2013, although (says a KiOR spokesman),

"obviously, timelines change."  
- *FRA Bulletin*

### SFI requests proposals for Conservation Partnerships

**T**he independent Sustainable Forestry Initiative(r) (SFI(r)) forest certification program is inviting applications for its highly successful Conservation and Community Partnerships Grants program, which is now in its third year and continues to support research and outreach on responsible forestry.

"SFI Inc. has invested over \$1.1 million in 24 projects since 2010," SFI President and CEO Kathy Abusow said today. "With the help of the over 125 partners involved, the SFI Conservation and Community Grant Program has directly supported activities and community events which improve forest management activities and engage the younger generation in responsible forestry."

Today, SFI Inc. builds on this success by opening its 2012 Request for Proposals (RFP), inviting applications for projects that illustrate or inform the role of SFI in supporting water resources. Projects must il-

lustrate the role of SFI Standard requirements in protecting water quality and quantity, such as building on the vast knowledge on the effectiveness of best management practices for water quality (BMPs) and how the SFI standard supports the implementation of BMPs. In addition to the topic of water resources, SFI Inc. will accept exploratory research proposals on projects relating to the role of SFI certification in mitigating or adapting to climate change, in expectation that these exploratory projects will result in expanded projects in 2013, when additional funds will be available. Of the 24 projects which have received support from the SFI Grant Program since 2010, many were multi-year projects which are still ongoing; reducing the funding available for grants in 2012. As a result, there is \$85,000 available for funding in 2012 for conservation projects and SFI will direct up to \$35,000 for already identified community grants focusing on supporting young people's involvement in forestry and natural resources activities and careers.

The complete 2012 RFP and the latest information about the SFI

Conservation and Community Partnerships Grant program are posted at [www.sfiprogram.org/conservation-grant/index.php](http://www.sfiprogram.org/conservation-grant/index.php). The deadline for 2012 grant applications is Wednesday March 14, 2012.

### USFS announces strategy to replace large airtankers for wildfire

**T**he U.S. Forest Service recently announced a strategy, developed with input from the Department of the Interior, to replace the fleet of aging air tankers used to battle wildfires with a next generation of newer, faster, more cost-effective large airtankers.

"We need a core fleet of the next generation large airtankers to supplement our boots-on-the-ground firefighters for what we know will be longer and more severe wildfire seasons in years to come," said Forest Service Chief Tom Tidwell. "Not only will these newer, more effective airtankers help us keep fires contained and communities safe, they will also protect our brave men and women on the fireline."

(Continued on Page 26)  
**See "Roundup"**



**2006 Cat 322C Log Loader,**  
6,600 Hours, Excellent Condition  
**\$180,000**



**2005 Timbco T-425EXL,**  
5,000 Hours, Multiple  
Attachments Available!  
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**1988 Komatsu WA600,**  
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2006 Cat 322C  
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W/Waratah 622B  
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2007 Link-Belt 240LX  
W/Pierce 3348  
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W/Pierce 3348  
2006 Valmet 911.3 Extreme  
2006 Link-Belt 330RB W/622B  
2004 John Deere 270 W/05  
Waratah 622B  
2003 Kobelco SK250LL  
W/2008 Logmax 7000XT  
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W/2005 Waratah 622B  
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W/Waratah 622

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W/360° Quadco Hotsaw  
2005 Timbco T-425EXL  
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Timbco T-445EXL W/Barsaw  
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Quadco Hotsaw  
1998 Prentice 620

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2005 Link-Belt 290LX  
1999 Cat 322B Road Builder  
1998 Linkbelt 2650  
1998 Linkbelt 4300C2  
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(2) Water Trucks



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9,500 hours, Excellent Condition  
**\$147,000**



**2007 Kobelco SK250,**  
W/Waratah 622B, 8,500 hours  
**\$180,000**

**Kobelco  
SK240  
W/Jewell  
Timber  
Master,  
\$125,000**



**2001  
Taylor  
TLS900  
Log  
Stacker,  
11,000 Hours  
\$200,000**



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## 26 Roundup

(Continued from Page 25)

MARCH 2012

LOGGERS WORLD

Although no large airtanker has been built specifically for firefighting, several aircraft were designed to handle similar stresses. Recommendations for the next generation of airtankers include:

- Capabilities of carrying a minimum of 1,800 gallons of mixed retardant with more than 3,000 gallons preferred.
- A minimum cruise speed of 345 mph for quick fire response over long distance.
- Powering by turbine engines,

which are more reliable, more fuel efficient, and require less maintenance than older aircraft piston engines.

- Capabilities of operating from most federal airtanker bases.
- Forest Service contract structural integrity program requirements must be met.

"The effectiveness of airtankers on a wildfire is directly proportional to its speed and load capacity," Tidwell said. "Large airtankers can be effective in thick forest canopies and areas of dense brush or timber. A larger load capacity also allows large airtankers to split their retardant loads to support different parts

of a fire without delay of returning to base."

The best mix of tools for wildland firefighting includes ground and air resources. However, retardant applied from large airtankers may slow the progress of a wildfire so firefighters on the ground can safely construct a fireline to contain it.

Tidwell noted that as airtankers age, maintenance costs and safety risks rise. The Forest Service's current large airtanker fleet is at least 50 years old and more than half of the aircraft face mandatory retirement within the next 10 years. The fleet has decreased in size from 43 in 2000 to only 11 under contract to-

day.

Currently all large air tankers are owned and operated under contract by private companies.

Airtankers provided under contract by private industry will continue to be essential in effective wildland firefighting. Long term, the Agencies will continue to explore the costs and benefits of all types of aircraft and ownership models.

The fleet of aircraft that are used for wildland fire suppression also includes water scoopers, single engine airtankers, very large airtankers and helicopters.

- U.S. Forest Service



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MARCH 2012

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