

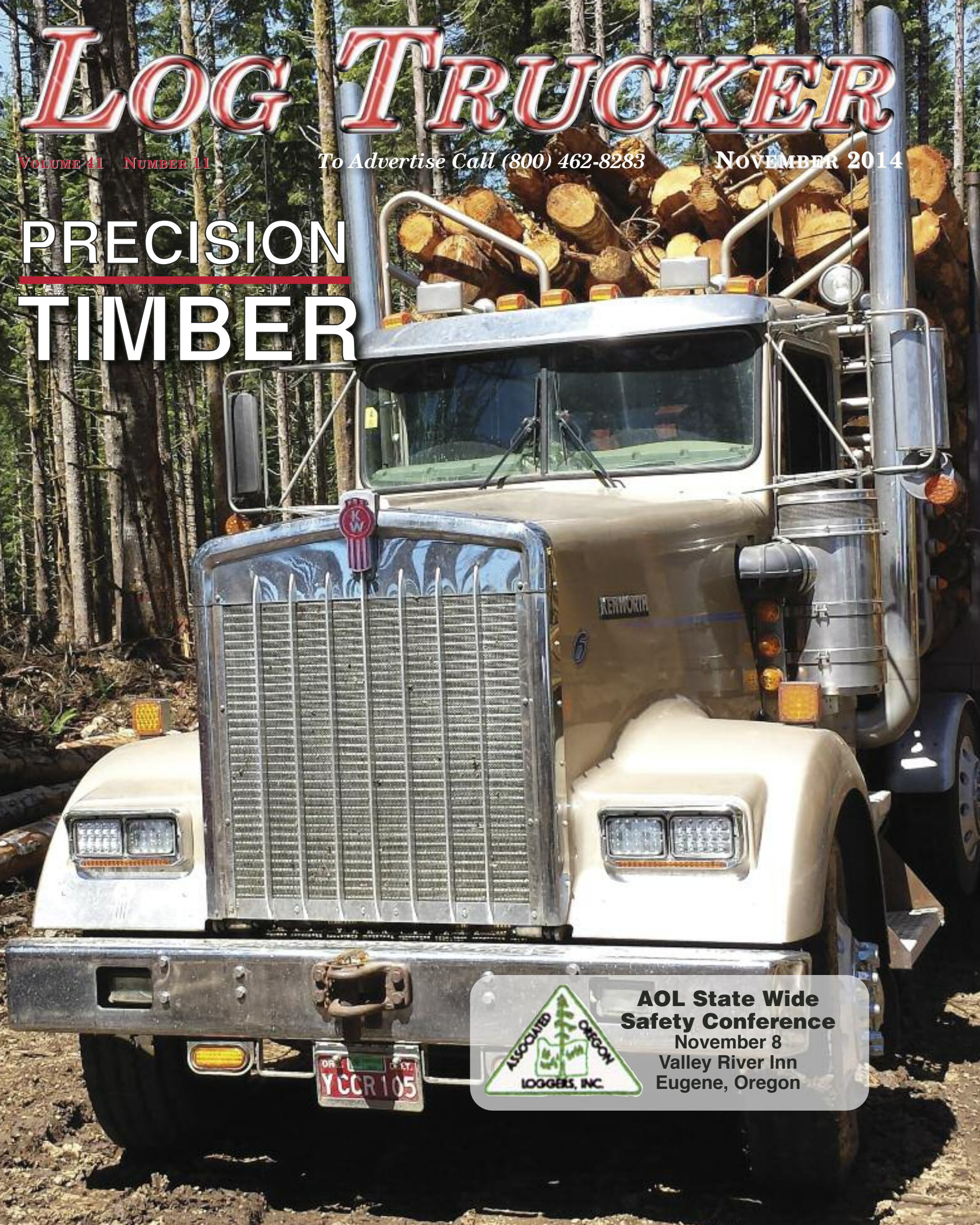
# LOG TRUCKER

VOLUME 41 NUMBER 11

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NOVEMBER 2014

## PRECISION TIMBER



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# FEATURED IN THIS MONTH'S ISSUE



## PRECISION TIMBER

Based out of Tillamook, Ore. Geoff Hoffert started Precision Timber a decade ago and since he began logging for **Georgia-Pacific** has been running his own company trucks. Currently Precision Timber runs two trucks including a **1999 Kenworth T-800** and a **2003 Kenworth W-900L** with a Lincoln stick trailer that allows Hoffert to haul both superloads and short logs. Precision Timber operates primarily out of the **Suislaw National Forest** and hauls to Georgia-Pacific Mills in Toledo, Philomath and Coos Bay, Ore.




## TILLAMOOK, OREGON

**Tillamook is a town of roughly 5,000 people** in Tillamook County, Oregon on the southeast end of Tillamook Bay on the Pacific Ocean. Tillamook is home to a **economy based on dairy farms**. The farmland around the city is used largely for grazing by milk cows. Approximately **one million people visit the cheese factory every year**. The timber industry in Tillamook has experienced a comeback from replanting in the area after the famous **Tillamook Burn** forest fires between 1933-51 that **burnt a total area of 355,000 acres**. Tillamook has a mild and wet climate thanks to the proximity near the Pacific Ocean and lends well to the farming and timber industries.

### In This Issue...



Precision Timber's 2003 Kenworth W-900L heads off the job site fully loaded and headed to a Georgia-Pacific mill.

See "Hauling Any Load" starting on Page 5

**Like what you see in  
Log Trucker Magazine?**

**4 RIGGING SHACK** PAGE 4 IN LOGGERS WORLD  
— by Finley Hays

**4 HAULING ANY LOAD**

PRECISION TIMBER • TILLAMOOK, OREGON  
— by Brandon Hansen

**19 ADVERTISERS INDEX**

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## LOG TRUCKER

*Founded in 1975 by Finley Hays*

*Published by*

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PUBLISHERS . . . . .Kevin & Nancy Core  
EDITOR EMERITUS . . . . .Finley Hays  
EDITOR/WRITER . . . . .Brandon Hansen  
ADVERTISING . . . . .Kevin Core  
OFFICE MANAGER . . . . .Nancy Core

POSTMASTER: Send address  
changes to:

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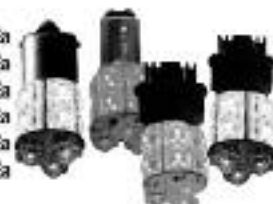
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Precision Timber - Tillamook, Ore.



**HAULING TO SEVERAL DIFFERENT  
MILLS, GEOFF HOFFERT NEEDED  
VERSATILITY IN HIS LOG TRUCKS.  
HE GOT JUST THAT...**

By Brandon Hansen

**W**hen Geoff Hoffert struck out on his own in the logging industry over a decade ago, he swore he wouldn't own a logging truck.

Hoffert had started the company by refinancing his pickup to buy his first shovel af-

ter a few years of being a cutter. The Tillamook native "bit the bullet" and bought a state timber sale. With his wife Abby doing all the important bookwork for the company, the Hofferts started out small and simple but

(Continued on Page 6)  
**See "Precision"**

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PRECISION TIMBER'S 2003 Kenworth K-900L has a Lincoln trailer that allows it to carry short logs or convert to a supertrain. Owner Geoff Hoffert turned to Lincoln Industrial — a 68-year old company based out of Port Angeles, Wash. — to build the trailer so he can haul Georgia-Pacific's saw and pulp mills in Oregon.

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***“We kind of just grew through hard work. It wasn’t like we had any big startup money to begin with. I just stuck my neck out and went to work, put in some long days and tried to make it go.”***

.....

GEOFF HOFFERT

.....

## Precision

(Continued from Page 4)

has since grown to roughly ten employees and several pieces of equipment.

“We kind of just grew through hard work,” Hoffert said. “It wasn’t like we had any big startup money to begin with. I just stuck my neck out and went to work, put in some long days and tried to make it go.”

After his young company, Precision Timber, began logging for Georgia-Pacific and stayed busy with state timber sales outside of Hoffert’s hometown of Tillamook, Ore., Geoff soon decided it was time to get a company truck.

“With your own truck you know how many loads you’re going to get out,” Hoffert said. “Otherwise you’re always calling around, waiting for someone to show up and you just don’t know what you’re going to get out in a day.”

(Continued on Page 8)  
See “Precision”

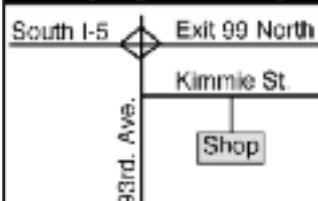


PRECISION TIMBER owner Geoff Hoffert began his operation a decade ago by refinancing his pickup truck to buy his first shovel. Working for Georgia-Pacific, Hoffert’s operation hauls to Toledo, Philomath and Coos Bay, Ore.

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Precision Timber's Dennis Lowe puts the wrappers on a transfer load back to Tillamook that Georgia-Pacific contracts out so Hofert's company can make money hauling to and from the mill.

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FULLY-LOADED, Precision Timber's 2003 Kenworth W-900L can haul quite a bit on its eight-axle trailer along with the Lincoln short log trailer on the back. With some mills over 100 miles away, this allows Hoffert to get the most from his truck.

### Precision

(Continued from Page 6)

Since a company doesn't get paid until their truck reaches the mill, Hoffert felt he needed trucks he knew were going to be on the job when he needed them.

Hoffert, after originally scoffing at the idea, has now gone through a handful of log trucks and currently is running two — a 1999 Kenworth T-800 and a 2003 Kenworth W-900L. Precision Timber's nature of work provided a unique challenge, however, since Georgia-Pacific owns a pulp mill south of Tillamook in Toledo, Ore. a saw log mill just outside of Corvallis, Ore. in Philomath and a saw mill in Coos Bay.

Tillamook, Ore. is a town of

(Continued on Page 12)

See "Precision"



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CLEANED AND READY, Precision Timber's 2003 Kenworth W-900L is one of two log trucks that Hoffert owns. He also owns a 1999 Kenworth T-800. "With your own truck you know how many loads you're going to get out," Hoffert said. "Otherwise you're always calling around, waiting for someone to show up and you just don't know what you're going to get out in a day."

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**TIGHTENING WRAPPERS** is Precision Timber driver Dennis Lowe, who has been log trucking for two years after being a commercial long-haul trucker for 16 years. Lowe moved from California to Oregon after making a haul through the state and deciding he liked the area.

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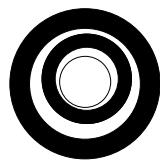
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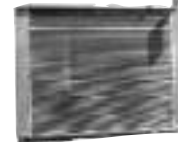


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## Precision

(Continued from Page 8)

almost 5,000 people best known for its dairies, cheese factory and as one of the gateways to the Oregon Coast. It's located near the Siuslaw National Forest where Precision Timber does a lot of their work, and the area receives a generous amount of rainfall since it's just inland from the Pacific Ocean.

The Siuslaw National Forest is unique in that it encompasses roughly 630,000 acres between Coos Bay and Tillamook. The terrain can vary from the coastal region of the forest to the more inland areas meaning fire restrictions on the eastern part of the forest can slow down log-

ging on the wetter western side since the restrictions are forest-wide. Dealing with the rain can also be a problem if the forest gets more than an inch of rain in a 24-hour period then hauling is forced to stop.

**"We had a problem getting rid of our short stuff. That's kind of the last thing laying around in a job and it's tough to find a truck to come up and haul it. Your equipment has to wait around to load it before you can move..."**

GEOFF HOFFERT

Georgia-Pacific, who Hoffert primarily logs for, was founded in 1927 in Georgia, and was the United States' largest producer of timber during World War II. They bought their first mill in the western United States in

1947 when they acquired a facility in Bellingham, Wash. The company exceeded over \$1 billion in sales in 1968 and \$2 billion in 1973 and a whopping \$20 billion in 2003. When the economic recession hit in 2008, they were still able to keep Hoffert and company working steady while others dropped out of the industry in the tough times.

The majority of Hoffert's work is thinning, coming up with short and long logs. Different needs in logs meant that Hoffert's operation has to be versatile and his log trucks have to be as well.

"We had a problem getting rid of our short stuff," Hoffert

(Continued on Page 18)  
**See "Precision"**

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**W900A, 3406B, 13 spd., nice enclosed lube body. **Parting Out****



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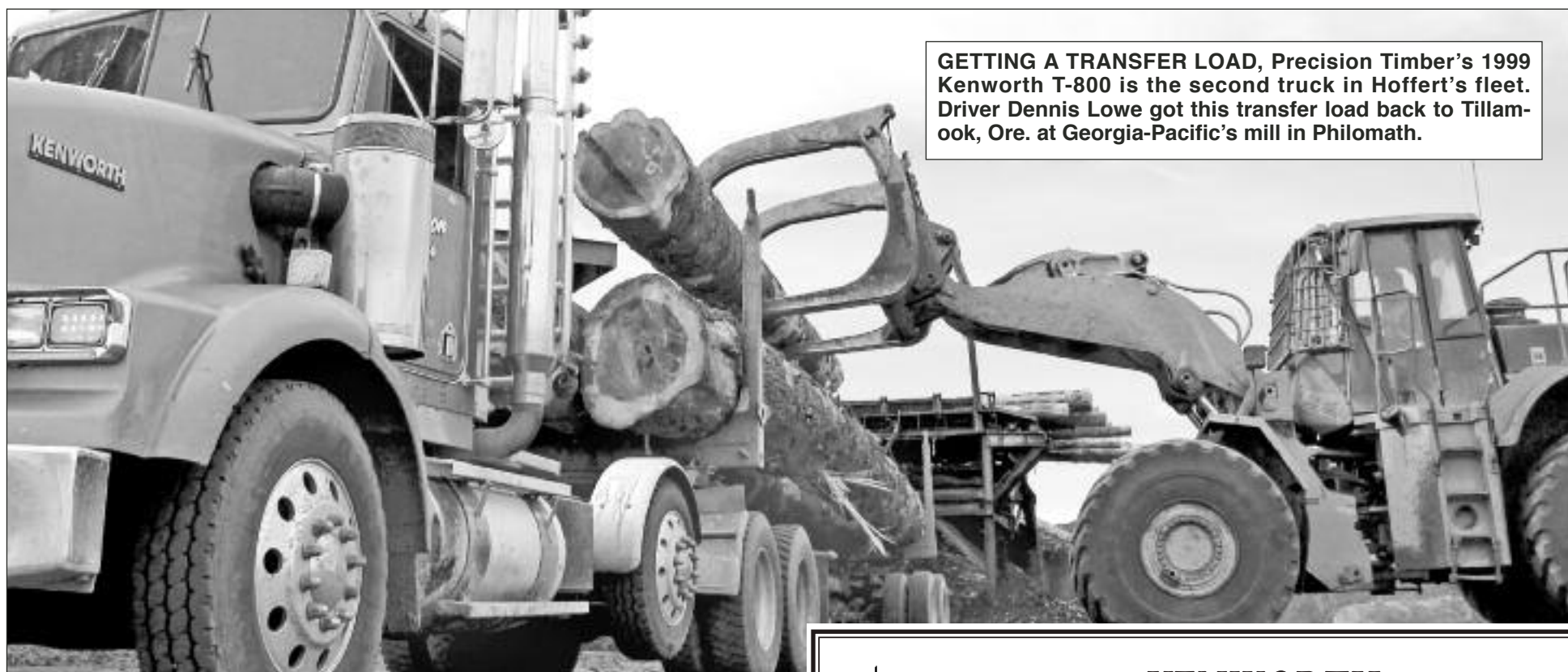
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GETTING A TRANSFER LOAD, Precision Timber's 1999 Kenworth T-800 is the second truck in Hoffert's fleet. Driver Dennis Lowe got this transfer load back to Tillamook, Ore. at Georgia-Pacific's mill in Philomath.



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**GETTING LOGS READY TO LOAD**, operator Monte Derrick of Tillamook has 23 years of experience and it shows while operating Precision Timber's Doosan 300. "They're really nice, I'd rather have a Doosan. They're smooth and dependable," Derrick said.

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RTX-14609B	2,250	RTO-12513	2,100	RTO-18913	3,750	RTLO-18918	4,150
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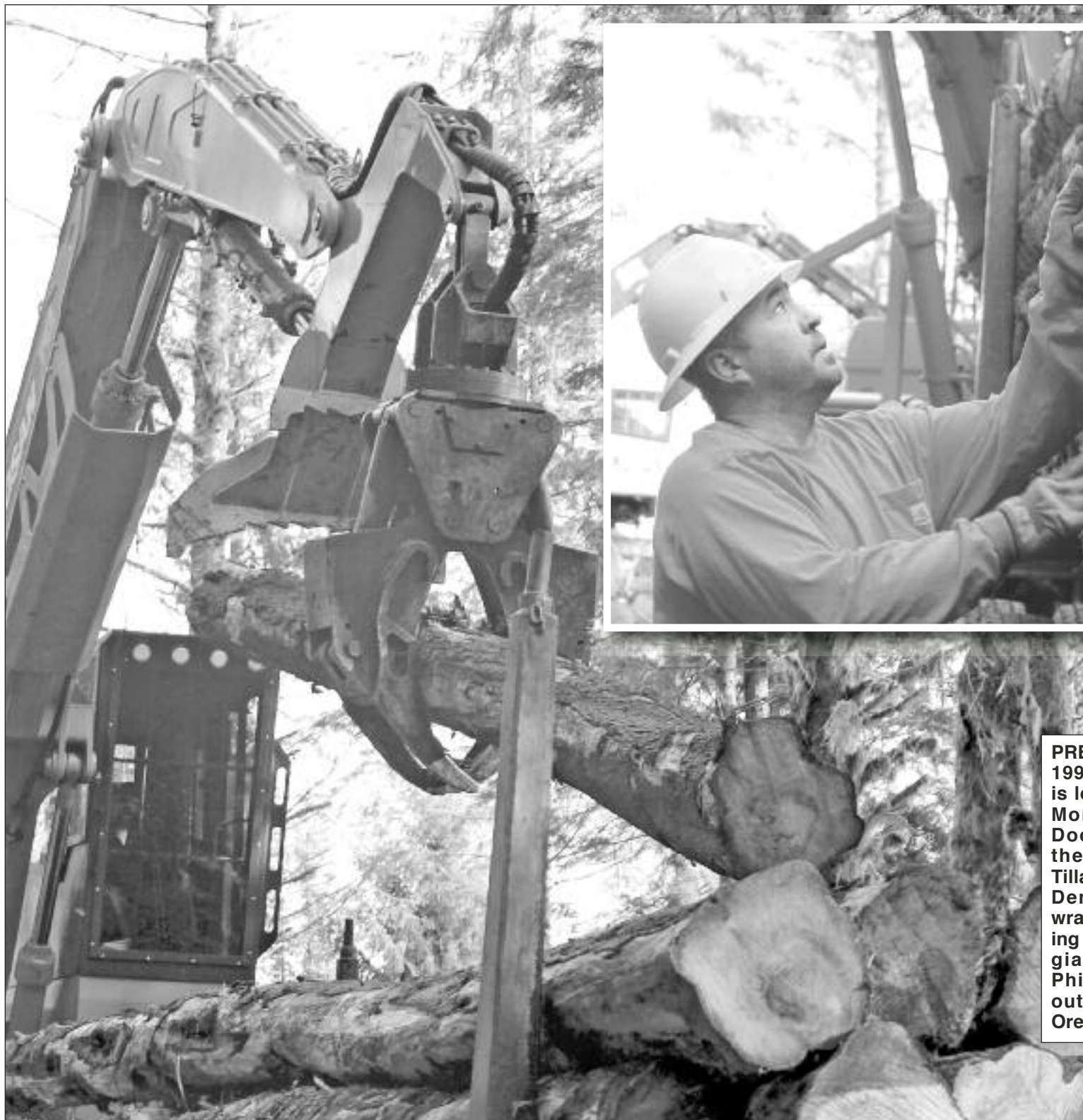
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**PRECISION TIMBER'S** 1999 Kenworth T-800 is loaded by operator Monte Derrick in a Doosan 300 out on the job site near Tillamook, Ore. Driver Dennis Lowe sets wrappers before hauling his load to a Georgia-Pacific mill in Philomath, Ore. just outside of Corvallis, Ore.



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**MONTE DERRICK** keeps logs at the ready for loading in his Doosan 300 out on the job site near Tillamook, Ore.

**RIGHT:** Driver **Dennis Lowe** puts his wrappers away as his haul gets unloaded at a Georgia-Pacific mill in Philomath, Ore. just outside of Corvallis, Ore.



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(Continued from Page 12)

said. "That's kind of the last thing laying around in a job and then it's tough to find a truck to come up and haul it. Your equipment also has to wait around to load it before you can move to a new site. With this trailer we're able to get rid of that by sending it to Toledo for pulp."

Late this summer, Hoffert turned to Lincoln Industrial — a 68-year old company based out of Port Angeles, Wash. — which specializes in manufacturing and installing their own log truck and trailer equipment. Just outside of Seattle, Lincoln has a complete welding and machine shop along with repair facilities with certified welders, a 70-ton press break, plasma cutters, crane service, sand blast and paint facilities.

What Lincoln provided was a unique stick trailer that can haul short logs or a super train. Hoffert's 2003 Kenworth W-900L was worked on and specially modified to haul the stick trailer.

"We installed a hop-on unit on the back of the truck frame so Geoff can either use the short log trailer as a pup trailer or when he's hauling a long log load he picks up the front axle and sticks it on the hop-on unit," Lincoln sales manager Wayne Kinberg said.

The supertrain set up can haul as much as 105,500 pounds with the eight-axle trailer, the total net weight is around 35 tons.

All the fabrication and truck work was done at Lincoln dealer A-1 Truck Repair in Woodland, Wash.

"We were surprised with how light the trailers were themselves," Hoffert said. "Lincoln did a good, clean job. When you end up with a lot of shorter type of stuff like we do, this works quite well."

While Precision Timber is based out of Tillamook, Hoffert and driver Dennis Lowe

**"I've been working with the Forest Service for quite a while and they've been great to work with. The biggest thing with restrictions is sometimes you just got to go day-by-day but you also have to plan ahead and know where you're going next."**

GEOFF HOFFERT

maximize their efficiency by planning out hauls to a mill in Tillamook, the pulp mill 75 miles away in Toledo, the saw mill 100 miles away in Philomath and the other saw mill in Coos Bay, which is over 170 miles from Tillamook. The larger hauls with the new Lincoln trailer helps keep the logs flowing for Hoffert.

Georgia-Pacific contracts Precision Tim-

ber for transfer loads back to Tillamook so the truck can continue to make money at the end of the day despite it being a long drive.

Precision Timber driver Dennis Lowe has been log trucking for two years after 16 years of commercial long-haul trucking.

"It's just more fun to be outside," Lowe said. "You're in the woods and you end up spending half of your day in the woods."

Lowe moved from California after hauling through several states in the Pacific Northwest. After a haul through Oregon, he decided to move up from the Central Valley with his family.

Precision Timber's work around Tillamook earned them a Merit Award in 2009 by the Northwest Oregon Regional Forest Practices Advisory Committee for their work on an Oregon Department of Forestry state timber sale.

"Some of these timber sales have been pretty challenging and you really have to figure out how these things are done and twist your brain around them," Hoffert said. "I've been working with the Forest Service for quite a while and they've been great to work with. The biggest things with restrictions is sometimes you just got to go day-by-day but you also have to plan ahead and know where you're going next."

Hoffert is thinking about getting another truck next year with the same Lincoln trailer configuration after seeing how his current truck does this year.

If their log trucks continue to be profitable, Precision Timber will be able to put even more logs on the road — hauling them along the Oregon coast in some of the most efficient ways. Not bad for someone who didn't want to own log trucks in the first place.

Brandon Hansen can be reached at [brandonwaynehansen@gmail.com](mailto:brandonwaynehansen@gmail.com)

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# LOG TRUCKER

NOVEMBER 2014

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