

## Letter from the President

I thought I would take a different approach by not staying on course elaborating about Evergreen's business, but instead share the article below which I read in Transport Topics. It still relates to trucking, but I found this article intriguing.

In this era where technology is improving at the speed of light, and the European

Space Agency can send a probe on a ten-year 4-billion mile trek through space to land on a comet traveling over 10,000 MPH, I am not too surprised by the research Continental Tire is performing.

I hope you enjoy the article as I did.

I would like to wish all of my colleagues at Evergreen a very safe and fun summer!



David Wildberger, President

## Continental Uses Dandelions To Make Tires

Someday, heavy-duty truck tires could be made from dandelions.

Continental Tire is researching the use of dandelion natural rubber as a polymer and "key component" of future tires. Plans are in place to begin manufacturing consumer road tires made from dandelion-derived rubber in five to 10 years, according to the Fort Mill, South Carolina-based company.

"In agricultural terms, dandelions are an undemanding plant, growing in moderate climates, even in the Northern Hemisphere, and can be cultivated on land not suitable for food production." Carla Recker, who heads the Continental team involved in the development of this material, said in a statement.

"This means that rubber production is conceivable near our tire factories. For instance, and the significantly shorter transport routes would also reduce CO2 "emissions," she



said. "Global demand for natural rubber taken from rubber trees is set to rise in the next few years and at the same time, the changing world makes it challenging to meet this demand," Continental said,

Initial tests demonstrate that the tire made from the dandelion-derived rubber the company calls Taraxagum show an equivalent "property profile" when compared with tires made from conventional natural rubber, the tire manufacturer said.

Continental is using a specific Russian species of dandelion which is the only one that can be used as an alternative source for natural rubber production.

Its roots contain natural rubber latex - the source for natural rubber used in tires meaning, the company said, supply will be steadier and easier to control and leading to greater price stability. This crop also is much less sensitive to weather than the rubber tree.

- Transport Topics

## Evergreen is May Business of the Month

The Evergreen-Conecuh County Chamber of Commerce presented Evergreen Transport with the Chamber's Business of the Month Award for the month of May at Evergreen Transport's office in the Evergreen, Alabama. Pictured at the award presentation are, from left, Chamber representatives Ava Samuel, Carol Hamrac, Mercedes Harper and Jeremy Anderson; Evergreen Transport Vice President of Operations Ronnie Kent; Evergreen Transport VP of Human Resources Sharon Cook; Chamber President Tom McLendon; Evergreen Transport CFO Linda Baisch; Evergreen Transport Maintenance Director Chuck Talbot; and Evergreen Transport Safety & Compliance Director Melissa Wright.

(Photo by Lee Peacock)



## Operational Updates by Ronnie Kent, VP Operations



**Ronnie Kent**

With the second quarter coming to an end we are still trying to hire drivers and fill trucks. Our market being so unique, it is very difficult to find experienced drivers. We have partnered with Bishop State in Mobile hiring student drivers and are having very good results.

George Jones, who was Driver of the Year a couple of years ago, is one of the instructors, and he teaches the student drivers on pneumatic trailers. This course is the basics,

and it is up to us to educate student drivers further. We have to realize this is where we all started in trucking, and as mentors and everyone pitch in to help bring these students along, they will find trucking is an attractive career now and in the future.

We have two new dispatchers come on board. David Hocutt was the night dispatcher in Calera and has transferred to Leeds. John Baird has transferred from a driver to the night dispatcher

job in Calera. Please in your travels and communications to these terminals, get to know them and help them with their adjustments to their new jobs.

Along with this, Joe Delk has left Leeds, and Mark Lambert has moved into the terminal manager's role. Mark has been dispatching in Leeds as well and was a driver out of this terminal. He comes with a lot of knowledge and experience and is willing to assist in any way that he can. Please congratulate him as well on his new position.

We are into our busiest time of the year. Please be careful as summertime brings heavy traffic and a lot of inexperienced drivers on the road. Most of the traveling public is unaware of blind spots around your rig so be diligent of your surroundings. On logs we need to concentrate on the 30 minute break rule, change of duty status, and vehicle inspections.

Our CSA scores show that we are not where we need to be on these so we must work on this as it counts against your scores as well as the company's.

Please in your business and personal travels remember to be safe and keep safety as your number one priority.

## Calera Terminal with Manager Rick Mangrum

I would like to everyone to welcome Alisha Pate and John Baird to our night dispatch team. Alisha worked at the Conecuh and Butler County Sheriff's Department as a corrections officer. John started driving over the road 3 years ago until he came to work for Evergreen and was assigned to rock haul.

We have picked up new business in Georgia with CW Mathews Asphalt Plants; they operate over 60 plants.

Our Lime has slowed due to shippers not having the product to ship.

Our End Dump has increased on the rock haul due to a 3rd and 4th Kiln going on line with one of our largest lime shippers. This will help on the shortage of lime, and we should see an increase in our bulk loads.

Our Slurry lime has increased. Our flatbeds are steady. Like all carriers we are experiencing a driver shortage which impacts our revenue.

Our goal is to strive for more revenue; however without



**Rick Mangrum**



**John Baird**



**Alisha Pate**

growth in customers and drivers this goal becomes impossible to achieve. We can achieve this goal as a team. One employee standing alone can only lift one obstacle; but many employees standing together as one can lift many obstacles that stand in the way of achieving any goal.

{LET'S STRIVE FOR GROWTH TOGETHER}.



**Ann Brooks**

## Mobile Terminal with Manager Ann Brooks

Our business has been steady however, each quarter is a challenge, but we continue to strive to increase revenue.

We have had great success with the start of

our Student Driver Mentor Training program. We will be able to bring more students on board soon as it is a 6-8 week program and we are limited to three Mentors at this time.

## Leeds Terminal with Manager Mark Lambert



Mark Lambert

Well summer is here, and we are feeling the heat at Leeds. We are currently running all the freight we can handle and then some, which is good, no matter how hectic it gets. I thank all the drivers for handling everything we throw at them. I assure you everything you all do is very much appreciated.

I would like to welcome David Hocutt to the Leeds terminal. He is moving up from Calera night dispatch to take over dispatch in Leeds as I

move into the role of Terminal Manager.

I'm looking forward to working together to move Leeds forward as we make a push for more drivers and more freight.

I have to give a big thank you to our shop. Skip and Charlie are doing an excellent job keeping our equipment up and running.

We have the ability to grow in Leeds and I look forward to working with everyone here to reach that goal.



David Hocutt

## Midlothian Terminal with Manager Tracy Lord

I'd like to start with welcoming several new drivers! Stacy Hager (CLF), Carl Lange (NBT), Roy Broadway (NBT), Steven Moore (NBT), Allen Schuetz (NBT), Santiago Talamantez (NBT), Gerald Drummer (NBT), and Chris Williams (MID).

It has been a challenge to find qualified drivers, so we are extremely happy to welcome these 8 new hires to our family.

We have started running loads for our new

customer US Lime. Business has increased with the start of summer, and we are working hard to add additional drivers to keep up with the increased demand here in Texas.

Summer has hit so we want to remind our drivers to stay hydrated. Stay away from the sugar drinks, like soda! It is too easy to become overheated before you know you are.

Hope everyone had a safe and enjoyable 4th of July!



Tracy Lord

## Evergreen Holds Yearly Managers and Driver Retention Meeting at Corporate office



## Meet Some of the Evergreen Professionals

### Debbie Grimes

Debbie Grimes is the Claims & Compliance Coordinator and Benefits Administrator at the Evergreen Terminal. She started to work for Evergreen Transport on Jan. 14, 2010.

She originally worked in the dispatch department at Evergreen Transportation Inc. from Jan. 24, 2007 until transferring to Insurance Group Administrator on Aug. 18, 2008.

Debbie first started to work in the transportation industry in January 1978 for Mr. Poole at Poole Truck Line as assistant to the dispatch department under Mr. John Driver, and later took an area as customer service and dispatcher.

Married to Paul Grimes for 42 years, they have two children and two grandchildren. She enjoys spending time with her family.

"I thank GOD for my job, the people I work with, and the opportunity to work." she said

### Jimmy McNeil

Jimmy originally grew up farming in Evergreen. He farmed up until 2002, then started driving for Ralls Construction.

In 2004 he came to Evergreen Transportation and was running lime. He also pulled adipic acid out of Solutia which later became Ascend.

Jimmy stayed on with Evergreen through the changeover to Evergreen Transport LLC. He

continued to run lime, and then switched to hauling regularly out of Ascend. His experience of growing up on a farm has allowed him to apply that knowledge and skills in accessing a situation and solving most any issue which may arise. This varied amount of experience and his hands-on approach make Jimmy one of our most valued drivers.

He is also an avid Auburn fan.

### James Longacre

James came to work for Evergreen in March of 2002. He has a son, a daughter, four granddaughters, one grandson, and one great grandson. His hobbies include motorcycles, watching grandkids play sports, and spending time with family.



Debbie Grimes



Jimmy McNeil



James Longacre

## How to Avoid Heat Injuries

### Heat Exhaustion

When the body loses an excessive amount of salt and water, heat exhaustion can set in. People who work outdoors and athletes are particularly susceptible.

Symptoms are similar to those of the flu and can include severe thirst, fatigue, headache, nausea, vomiting and diarrhea. Other symptoms include profuse sweating, clammy or pale skin, dizziness, rapid pulse and normal or slightly elevated body temperature.

Uncontrolled heat exhaustion can evolve into heatstroke, so make sure to treat the victim quickly.

- Move them to a shaded or air-conditioned area
- Give them water or other cool, nonalcoholic beverages
- Apply wet towels or have them take a cool shower

### Heat Cramps

Heat cramps are muscle spasms that usually affect the legs or abdominal muscles. Often after physical activity. Excessive sweating reduces salt levels in the body, which can result in heat cramps. Workers or athletes with pain or spasms in the abdomen, arms or legs should not return to work for a few hours. Instead:

- Sit or lie down in the shade.
- Drink cool water or a sports drink.
- Stretch affected muscles.
- Seek medical attention if you have heart problems or if the cramps don't get better in an hour.

The best way to avoid a heat-related illness is to limit exposure

outdoors during hot days. Air conditioning is the best way to cool off, according to the CDC. Also:

- Drink more liquid than you think you need and avoid alcohol
- Wear loose, lightweight clothing and a hat
- Replace salt lost by drinking fruit juice or sports drinks
- Avoid spending time outdoors during the hottest part of the day.
- Wear sunscreen; sunburn affects the body's ability to cool itself
- Pace yourself when you run or otherwise exert your body

## Driver Mentor

Driver Lee Colvard is a driver mentor.

**Remember!**  
Driver mentors receive  
**5 Denim Shirts,**  
**3 Evergreen caps**  
**and a Yeti cup.**  
Shirts and hats  
will be imprinted  
with driver's name.



## Safety News with Safety Director Melissa Wright



Melissa Wright

Beginning June 22, 2018, the Medical Examiner will transmit the results of the CDL driver's exam to FMCSA, who in turn will populate CDLIS with the results for the state agency to use on the driver's motor vehicle record (MVR)

On June 3, 2016, JJ Keller posted some helpful information that we would like to share with our clients.

The rumor mill continues to generate misinformation on new fed med forms, so we would like to dispel myths surrounding the use of

these new documents.

For all driver medical exams performed as of April 22, the Federal Motor Carrier Safety Administration (FMCSA) requires the mandatory use of the new medical examination report form (i.e., long-form physical) and medical examiner's certificate (i.e., fed med card). As a result of this recordkeeping change, a lot of misinformation is circulating through the transportation industry.

Below are some of the more common misunderstandings.

### Myth #1: The medical standards are changing

Even though the format has changed to record the driver's physical, the standards set forth by FMCSA have not. The driver is still held to 13 standards in Section 391.41(b), with four being absolutes and nine being suggested guidelines. The absolutes are hearing, insulin-dependent diabetes, epilepsy, and vision. In these instances, the medical examiner's (ME's) hands are tied, and he or she cannot medically qualify the driver. For the guidelines, the

ME may medically qualify a driver, going against FMCSA's suggestions. The ME would have to document on the exam form why he or she chose to qualify the driver.

### Myth #2: Paper forms went away in April

Many have mistakenly come to believe that the new forms are electronic only, and hard copies are no longer allowed and will not be issued to drivers.

The April 20, 2016, deadline simply revised the format of the documents. Drivers will still be issued a hard copy of the medical card, and the medical examiner may use either an electronic or hard copy version of the exam form.

hard copies of the medical card will be around indefinitely for non-CDL drivers since their medical status is not tied to their licenses nor tracked by the state licensing agency.

Once the medical integration rule is in place for exams performed on or after June 22, 2018, CDL drivers will not receive a medical card since the exam results will appear on their driving records within a day or so.

### Myth #3: CDL drivers no longer have to submit med cards to the state MEs as of April

Although this is the ultimate goal, this is not taking place until June 22, 2018. For all CDL driver medical exams performed up to June 22, 2018, the CDL holder is still responsible for turning in the medical card to the state. The ME will continue to issue a medical card to the CDL driver up to that point, and the state will manually enter the medical status.

Beginning June 22, 2018, the ME will transmit the results of the CDL driver's exam to FMCSA, who in turn will populate CDLIS with the results for the state agency to use on the driver's motor vehicle record (MVR).

## ATA Work Comp Fund sees spike in heat-related claims

ATA Work Comp Fund has recently seen a spike in heat related claims. Recently heat related claims have made up almost 15% of their injuries. Make sure you know the facts!!!

### Heat Illnesses Can Be Fatal!

#### Would You Know What to Do?

Did you know your body is constantly in a struggle to disperse the heat it produces? Most of the time, you're hardly aware of it - unless your body is exposed to more heat than it can handle.

In 2013, 372 people died in the U.S. from exposure to excessive heat, according to Injury Facts 2016, the annual statistical report on unintentional injuries produced by the National Safety Council.

Heat-related illnesses can escalate rapidly, leading to delirium, organ damage and even death.

There are several heat-related

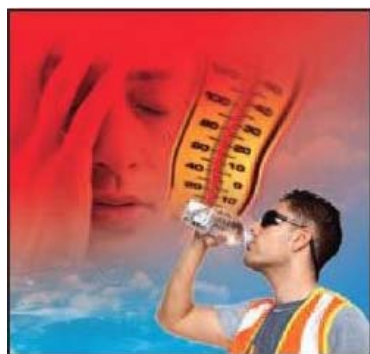
illnesses including heatstroke (the most severe), heat exhaustion and heat cramps.

### Heatstroke

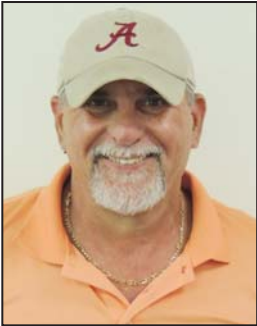
Heatstroke can occur when the ability to sweat falls and body temperature rises quickly. The brain and vital organs are effectively "cooked" as body temperature rises to a dangerous level in a matter of minutes. Heatstroke is often fatal, and those who do survive may have permanent damage to their organs.

Someone experiencing heatstroke will have extremely hot skin, and an altered mental state, ranging from slight confusion to coma. Seizures also can result. Ridding the body of excess heat is crucial for survival.

- Move the person into a half-sitting position in the shade
- Call for emergency medical help immediately
- If humidity is below 75%, spray the victim with water and fan them vigorously; If humidity is above 75%, apply ice to neck, armpits or groin
- Do not give aspirin or acetaminophen
- Do not give the victim anything to drink



## Rotation of tires deters wear and promotes safety



**Chuck Talbot**  
Director of Maintenance

"Rotation is not the answer to solving an axle misalignment issue or other mechanical issue," says Michelin's Doug Jones.

Adding tire rotation to your maintenance routine probably sounds like a nuisance. But even when alignment is kept up to snuff, tires do wear unevenly. Add to this the tendency for parts to wear and get out of alignment before you take action, and tire rotation begins to make more sense.

Some experts believe rotation can even out wear and put off the date when tires need to be removed for retreading or replacement because of worn tread. Other tire makers aren't so quick to recommend it.

"You should rotate only based on actual problems," says Walt Weller, vice president sales at CMA, maker of Double Coin tires. However, he has seen cases in which some long-haul fleets run steer tires in the drive position for the first 15,000 to 25,000 miles because steers are "prone to irregular wear" in the steer position, but less so after being slightly worn in a drive position. From a wear point of view, this may make sense, but, he says, "Some say the trouble is not worth it. You have to consider the cost of rotating those tires."

Yokohama's Pat Keating, senior technical engineer, points out that trailer tires get less benefit from rotation. "Whether the additional mileage is added in a cost-effective way depends on the particulars" of the operation.

"If it is application-specific," says Ron Gilbert, director of commercial products at Toyo Tire USA, "then tire rotation may be warranted to prolong tire life. Other than this, tire rotation on commercial vehicles causes increased labor cost for little, if any, return on your investment."

Is it cost-effective to rotate in your application? Consider these points.

### Tire wear

"Tires wear at different rates," says Guy Walenga, Bridgestone/Firestone's director of engineering. "A good time to rotate is when there's 3/32-5/32 difference in wear" between the tire positions. Due to how torque is applied on the front and rear drive axles of a three-axle tractor, "the forward axle doesn't wear quite as fast because of the way the vehicle pivots," he adds. "The forward axle doesn't scrub as much. Something similar happens on the trailer."

How the load is situated plays a role in uneven wear, too. "Each drive axle should carry half the load," Walenga says, "but if the fifth wheel is forward or back, the load will not be 100 percent even."

He adds that one consequence of this uneven wear can be a difference between the rotating speed of the front and rear drive axles. "There is a 3 percent window, and, after that, you get 'gear fight' or rotation of the inter-axle differential gears as you cruise

down the road," he says. Rotating your drive tires could conceivably help your inter-axle differential to live longer.

Also, he explains, the left-front steer tire wears faster on a tandem drive tractor. That's because the steering action is transmitted to the left-front tire directly, while the force travels through more linkage parts and so takes a little more of a rotation of the steering wheel to get to the right-front tire.

CMA's Weller agrees this wear pattern is common, but he believes it's often because of bearing problems.

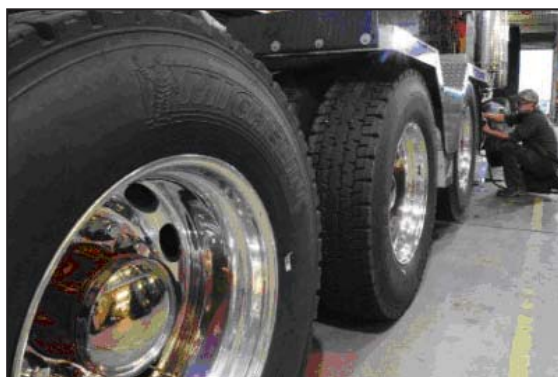
Irregular wear caused by mechanical problems is the other reason to rotate. Correcting the mechanical problem before the tires are rotated, though, is key. Doug Jones, customer engineering support manager for Michelin Americas, puts it this way: "Rotation is not the answer to solving an axle misalignment issue or other mechanical issue that may be impacting the way the vehicle's tires wear. Irregular wear and/or disproportionate wear rates are good indicators of vehicle and/or mechanical issues."

### Rotation patterns

"Steer tires should be rotated from side to side," says Jones. "Drive tires can be rotated from the front axle to rear axle, side to side across the axle, or crisscrossed."

Trailer tire rotation should be the same as the drive tires. There is no restriction on crisscross rotation, including directional steer tires that have worn 50 percent or more of the original tread. In fact, it is most often beneficial to rotate the tires so that irregularly worn tires are moved to a position where they are turning in a direction opposite the original position."

Bridgestone/Firestone's Walenga agrees, saying his company prefers to see the X-pattern used among tandem axles "because you then have a different edge to the outside." He adds, "When looking at certain types of shoulder wear, after you fix the problem, you may have to break duals apart, moving them in and out." The shoulder on the outside should no longer show the wear.



Such rotation can also help eliminate heel and toe wear, according to a diagram supplied by Yokohama. Keating says, "Steers should be rotated side-to-side. Drives are best rotated in an X-pattern, in pairs, but where that is impossible or impractical, drive tires can be rotated in pairs, front axle to back axle."

Walenga adds that some fleets "rotate totally," which means drives can go back and forth to steers and vice-versa. In this case, you need to use rib tires on all positions.

While extra traction may be needed at times, he points out that chains are actually easier on rib tires than on drives that have lugs for aggressive traction, making the use of chains together with rib drive tires a practical way to operate.

To extend mileage on steers, swap them "at about one-fourth of the expected total mileage," says Goodyear's Tim Miller, marketing communications manager. For drives, "moving the rearward axle tires to the forward axle and vice versa," he says, "will even out the wear and help create a situation where all the drive tires are more likely to need

**Continued on next page**

## Tire Rotation *Continued from previous page*

replacement at the same time.” As with the steer axle, rotating the tires to the other side of the vehicle “reverses the direction of rotation and helps clean up any irregular wear that may have started.” n

### What to look for during rotation

If you uncover irregular wear during rotation, you need to correct the misalignment of steering or front axle wear parts, or of drive or trailer axles, that are causing the problem. Here are a few signs to look for while the tires are off:

- Michelin’s Doug Jones recommends inspecting wheel-end components for wear. Also, “Adjacent dual tires should not differ more than 1/4-inch in diameter (4/32-inch in tread wear). If there is a difference in tread wear, fit the least worn tire in the outside position. Curbing on dual applications often damages tire sidewalls. If so, rotate the wheel and tire to the inner wheel position.”

- Bridgestone/Firestone’s Guy Walenga says to take advantage of the chance to examine the sidewalls of inside duals. “Also, feel the tread to check for irregular wear,” he says. “And check to see if the tire is mounted concentrically. There should be a constant distance between the flange on the wheel and the guide ring on the tire.”

### How often should you rotate?

No rotation schedule is so rigid that it’s worth purposely scheduling, says Bridgestone’s Guy Walenga. “We recommend doing it when the wheels are up anyway, and the truck is in for other service,” he says. Here are five takes on rotation frequency:

- At least once during the life of the tread. (Bridgestone’s Guy Walenga)
- At the halfway point of wear-out. (Yokohama’s Pat Keating)
- Only when irregular wear appears. (Michelin’s Doug Jones)
- Once at one-fourth of the total expected mileage, and possibly

again at half to three-quarters total mileage. (Goodyear’s Tim Miller)

- At every oil change or every other. (Giti Tire William Estupinan)

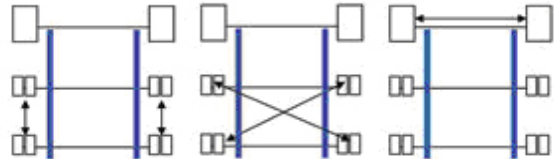
### Do it yourself – safely

To rotate tires on your own, don’t cut corners. Get jack stands with ratings more than adequate for each axle, place them on a hard, level surface, and make sure they are squarely under each axle before lowering. If doing just the front or rear axles, chock the wheels still on the ground.

Several experts say that proper mounting includes proper torque of wheel fasteners. Make sure the fasteners and mounting surfaces are clean and threads in good condition — torque fasteners across from one another, 180 degrees apart, going back and forth across the wheel in several stages. Walenga says not to use an air wrench unless precisely calibrated to the proper torque, or unless using a torque stick designed to stop torquing at the right level.

Do final torquing to manufacturer’s specifications with a manual torque wrench. Then, after 50 to 500 miles, re-torque in the same way to guarantee a secure mount.

For more detailed advice, Goodyear’s Tim Miller suggests following the Technology and Maintenance Council’s Recommended Practice 237. Doug Jones of Michelin mentions the Michelin Truck Tire Service Manual on the company’s website and the TMC Radial Tire and Disc Wheel Service Manual as references.



Front to back rotation allows drive tires to be replaced as full sets. X-rotation reduces effects of irregular wear patterns, such as heel and toe wear.

Side to side rotation is best for steer tires.

## On the road with Evergreen



On the road with Evergreen, here is a picture of our Driver Delivering Loads at a customers. Pictured above is John Duke loading At Blair Block Super Rock Plant.

Drivers please submit pictures on our Facebook page or email to [Karla@evergreentrans.com](mailto:Karla@evergreentrans.com)



**FUEL REMINDER**

Fuel at the Terminal Locations should be first priority. Then all Road Fuel Purchases are at Pilot and Flying J Truck Stops only.



# Evergreen Birthdays

## JULY

BARRY HARRELL	1	JAMES MCNEIL	10	GREGORY WILLIAMS	19
THOMAS CONNOR	1	JOHNNY RATLIFF	12	TIMOTHY MARTIN	20
NATHANIEL WILDER III	2	STEVEN MOORE	12	TERESA B. COVIN	25
GARY N. WINGARD	3	MICHAEL PARTRIDGE	13	FONDELL SMITH	26
WESLEY JOINER	4	WILLIAM HOCUTT	15	WINSTON COMBEE	26
HERCIAL COLVARD	9	ROBERT DIXON	17	EDWARD LANEAUX	27
GRADYCHAMBERS, JR	9	RAYMOND MORAN	17	KENNETH REESE	28

## AUGUST

RUDOLPH MANGRUM	4	JAMES ORR	14	CHARLES TALBOT	27
TOMMY NORWOOD, JR.	4	JONATHAN C. SANDERS	15	WESLEY OLIVER	27
MARK WALKER	5	JAMAAL BLAKE	18	CAROL LUCK	27
SANTIAGO TALAMANTEZ	6	HERBERT M. HOLDER	19	GEORGE GRAY, SR.	27
ISAAC J. HOLCOMBE	7	CHRISTOPHER DAVENPORT	20	JESSE SULLIVAN	29
JAMAR MATTHEWS	9	STACY HAGER	20	JED MCGHAR	31
				RAY REESE	31

## SEPTEMBER

JOHNNY NOLIN	2	MARTIN HOLLEY-SMITH	10	TERRY TRAVIS	21
ALISHA PATE	2	BOBBY R. COLVIN	10	JAMES CALLOWAY	26
JENNIFER D. GREER	3	JOSHUA GILLEN	11	MAX CHILDS	26
JONATHAN KEPHART	8	EDDIE BETTIS	16	LARRY WILLIAMS	27
BOBBY COLVIN	10	JOAN B. DAVIS	17	PHILLIP RACHELS	29
BEN JAMES	10	JONATHAN K. MORELAND	17	MATTHEW E. STANFORD	29

# Evergreen Anniversaries

## 6 Years

LUKAS PLOCHARCZYK

## 5 Years

JAMES CALLOWAY  
WILLIE MAY  
MATTHEW STANFORD  
ISAAC HOLCOMBE  
KIMBERLY HARDIN

## 4 Years

RAYMOND MORAN  
MARK WALKER  
JULIUS JAMES

## 3 Years

TEARS RICHARDSON  
VICTOR TAYLOR  
JOHN CARTER  
VINCENT KING

## 2 Years

JAMES JACKSON  
BARRY HARRELL  
BILLY RICE  
WILLIE DURGAN  
BILLY RICE  
**1 Year**  
LAWRENCE ROSS  
HAROLD SAMUELS

## 1 Year (cont.)

JAMAR MATTHEWS  
RAY REESE  
JOHN DUKE  
JOHN MCCULLOCH  
ERIC GLASS  
JEREMY FESMIR  
SPENCER ZACHARY  
JIMMIE DUNCAN

# Welcome Aboard

## APRIL

JOHN WOOTEN  
TOMMY NORWOOD, JR.  
CORNELIUS WORTHY  
KEVIN STEWARD  
JAMAAL BLAKE  
SHANE BABER  
ASHLEY BROWN  
WINSTON COMBEE  
FREDRICK WILLIAMS  
TERENCE BRAXTON  
ALISHA PATE

## MAY

WARREN NICHOLAS  
STONY ALLS  
JAMES CLECKLER  
KENNETH LOWERY III  
PETER MACARY  
ALLEN SCHUETZ  
JONATHAN KEPHART  
CHARLES LANE  
THOMAS CONNOR  
MARCUS ASH  
JONATHAN CHANDLER  
JOSHUA WILLIAMS  
JOHN BAIRD

## JUNE

STACY HAGER  
CATHERINE WALKER  
RODRIGO AVILA  
STEVEN MOORE  
CHRISTOPHER WILLIAMS  
AYANNA GRAYSON  
ROY BROADWAY  
JASON JAMES  
JAMIE EDWARDS  
SANTIAGO TALAMANTEZ  
MICHAEL ADKIN