



ropecordNEWS

THE CORDAGE INSTITUTE

Dedicated to the Advancement of Rope and Cordage Products

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Welcome to the First Electronic *ropecordNEWS*!

Welcome to the first electronic issue of *ropecordNEWS*, the Cordage Institute's quarterly newsletter. At their last meeting, the Board of Directors unanimously voted to move to an electronic-only newsletter based on feedback from members.

The newsletter will continue to feature the latest industry information, with articles edited by Dave Richards, the Cordage Institute's Technical Director. We also plan to continue providing you with the latest information on Cordage Institute Members so please send us your press releases, and information on your company's key promotions and management changes.

We hope you find *ropecordNEWS* to be informative and enjoyable. Please let us know your feedback and suggestions for improvement by sending an e-mail to info@cordageinstitute.com or by calling the Cordage Institute office at 610-971-4854.

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[William Harbine
Hagenbuch\(1918-2012\)](#)

[Henry Winston Shepherd
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Highlights of the Cordage Institute's 2012 Annual Conference

The 2012 Annual Conference of the Cordage Institute was held May 9-11, 2012 at the PGA National Resort and Spa in Palm Beach Gardens, Florida. The productive and well-attended conference included a Business and Industry Meeting, the Annual Technical Seminar, and Technical Committee Meetings. Click [HERE](#) for photos from the 2012 Annual Conference!

Andy Barker, with Rocky Mount Cord Co., Koen Van Goethem, with I-Coats NV, and Sparky Christakos, with Gladding Braid, were elected to serve two year terms on the Board of Directors.

The Business and Industry Meeting included table top displays by Associate Members, an informative roundtable discussion on raw materials lead by Cordage Institute fiber producers, and a well-received presentation titled "Make Your Move" by Dr. Jeff Dietrich with the Institute for Trend Research.



The busy program for the Technical Seminar included a new member presentation from Van Beelen Group, as well as the following technical presentations:

- "Introduction of Teijin HMPE Endumax" by Amy Solomon with Teijin Aramid, USA
- "Tension Technology International Testing Facility" by Isabel Ridge with Tension Technology International
- "Check-Fast Inspection System and Rifled Covers for Roundslings" by Dennis St. Germain, Jr. with Slingmax Rigging Solutions
- "A New Design for Fiber/Steel Hybrid Ropes" by Greg D'Elia with Phillystran, Inc.
- "Dyneema Max Technology and the Evolution of Creep Performance for HMPE Fiber" by Bill Fronzaglia with DSM Dyneema

Mark your calendar for the 2013 Annual Conference on June 2-4, 2013, in Dublin, Ireland!

ANNUAL CONFERENCE SPONSORS

The Cordage Institute wishes to extend a sincere thank you to the below sponsors of the Welcome Reception & Dinner at the Annual Conference.

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New Members

The Cordage Institute is happy to welcome the following members, who have joined since the last issue of *ropecordNEWS*.

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Southern Weaving Company
Manufacturer Member
Greenville, South Carolina
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Phone: 864-233-1635
Email: curtiss.burdette@southernweaving.com
www.southernweaving.com

Southern Weaving Company is a manufacturer of high tech nylon and polyester webbing, as well as custom coatings for those products.

Taian Rope Net Plastics Co., LTD
Affiliate Member
Shan Dong, China
Contact: Shen Ming, President
Phone: 86-538-852018
Email: henry@ropeking.com
www.rope.cn

Taian Rope Net Plastics Co., LTD is a rope, twine, net, and webbing manufacturer, as well as a machinery manufacturer, located in Northern China.

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Rhode Island Fast Ferry Gets New Cat Ava Pearl

*By: WorkBoat Staff,
Workboat.com*

The 34 meter catamaran passenger ferry Ava Pearl, designed by Incat Crowther and built by Gladding-Hearn Shipbuilding, has been delivered to Rhode Island Fast Ferry.

Ava Pearl has entered service, replacing the former Boston Harbor Cruises vessel Millennium (also designed by Incat Crowther) on the ferry run between Quonset Point and Martha's Vineyard. This has freed up Millennium to increase its sightseeing cruise operation, which will now run daily, according to the press release.



The new ferry features 130 seats on the main deck, configured at tables. A large bar is situated aft, with ample luggage racks and toilet spaces. The upper deck features 81 seats in forward-facing configuration, with further seats located outdoors on the aft deck.

The vessel features both trim-tab ride control and a resilient mounted superstructure. Combined with a SBow hull form, these features were designed to afford Ava Pearl's passengers a smooth and comfortable ride.

Ava Pearl is powered by two MTU 12V4000 M53 main engines, each producing 1,850hp. In recent trials, she achieved a loaded speed of 31.5 knots and has a top speed of 33 knots.

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Ingalls Shipbuilding Christens LPD 25 Somerset

By: WorkBoat Staff, Workboat.com

Nearly 1,800 guests attended the christening of Huntington Ingalls Industries' ninth amphibious transport dock, Somerset (LPD 25), at the company's Avondale shipyard. LPD 25 is named in honor of the passengers and crew members of United Airlines Flight 93, which crashed on September 11, 2001, near Shanksville in Somerset County, PA.



"We thank our nation for honoring and remembering those 40 aboard Flight 93 with this extraordinary tribute, the Somerset," said Patrick White, president of Families of Flight 93 and principal speaker at the event. White's cousin, Louis J. Nacke II, died on board the flight. "These passengers prevented additional tragedy on September 11 through their selfless actions. The Somerset and her steadfast crew, now and in the future, are both a living tribute and vigilant reminder of sacrifice made to protect the lives of unknown others."

Mary Jo Myers, wife of Gen. Richard Myers, U.S. Air Force (Ret.), former chairman of the Joint Chiefs of Staff, smashed a ceremonial bottle across the bow of the LPD 25 at the culmination of the ceremony, officially christening the vessel as Somerset.

"Built for survivability and flexibility, LPD 25 is being crafted by the hearts, heads and hands of some of the best shipbuilders in the world and will be manned by our nation's finest," HII president and CEO Mike Petters, said at the event. "Like America, like the members of the Somerset families here today and like the shipbuilders of Avondale, these sailors and Marines will persevere in times of uncertainty and change. We take great pride in them and have the utmost respect for their dedication and service to America, the greatest country in the world."

Ingalls is building the entire San Antonio (LPD 17) class of ships, the newest addition to the Navy's 21st century amphibious assault force. LPD 25 is the company's ninth ship. Ingalls received a \$1.5 billion contract to build an 11th ship in the class on Friday.

"As shipbuilders, we know the significance of this ship," said Ingalls Shipbuilding president Irwin F. Edenzon. "For decades, our shipbuilders have been building ships to defend our great nation. LPD 25 will continue this legacy and be a testimony of their professionalism, dedication, and tenacity for 40 years or more. They are building Somerset, strong and proud, not only for the sailors and Marines who will sail in her, but as a tribute to the heroes of Flight 93 who protected our nation with strength, pride, and with our deepest gratitude and respect."

The LPD 17-class ships are 684'x105' and displace approximately 25,000 tons. Their principal mission is to deploy the combat and support elements of Marine Expeditionary Units and Brigades. The ships can carry up to 800 troops and have the capability of transporting and debarking air cushion (LCAC), or conventional landing crafts, augmented by helicopters or vertical take-off and landing aircraft such as the MV-22. The ships will support amphibious assault, special operations, or expeditionary warfare missions through the first half of the 21st century.

Cmdr. Cole Hayes is the ship's prospective commanding officer. He will lead a crew of 360 Navy officers and sailors, as well as three Marines.

"This ship is named to honor that indomitable fighting spirit, the timeless American who will fight for the most basic human rights," Rear Adm. David H. Lewis, the Navy's program executive officer for ships, said at the event. "This ship will sail until the year 2050 and beyond. Tens of thousands of sailors will serve aboard her, and thousands more will sail in company with her. Millions of people throughout the world will see her, visit her and read about her exploits. They will wonder

why the name Somerset was given to such a great and fine warship. They will read, they will see, they will learn, and they will be amazed."

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Drought is a Chance for the Barge Industry to Toot its Horn

By: Pamela Glass, Workboat.com

A year ago, flooding along the inland waterway system was the big story. This year, it is the drought.

Both acts of nature impose enormous logistical and financial challenges on the U.S. barge industry. But it also offers a golden opportunity for the industry to engage in some well-deserved publicity and self-promotion.

TV, radio, print, and digital media discovered barging through the floods and now the drought. Stories about the impact of the drought and the low-water conditions on barge companies have appeared all over the country. The American Waterways Operators has sent out a few talking points to its members so that a consistent message is conveyed to the press. It is a chance to educate reporters about the advantages of barge transportation.

This is free and important PR for the industry that would be hard to find during normal operations. Although focusing on the negatives of the drought, this coverage offers the chance to underscore the efficiencies, cost-effectiveness, and environmental advantages of barge shipping compared to other modes of transportation.

As draft restrictions are put into place, transportation costs increase for shippers, according to a recent report published by the Agriculture Department. For example, the July tariff rail rate for soybeans from Minneapolis was \$40.99 per ton, but the weekly barge rate for the same origin-destination has gone from \$24.76 to \$31.75 per ton.

While barge rates are still less on many comparative routes, a continued drought could drive up

rates to the point that they become less competitive than rail, the report said. Continued draft restrictions could divert some barge traffic to higher priced rail or truck services.

In addition, a prolonged disruption on the Mississippi River may cause grain to be diverted to other ports in the Pacific Northwest, Texas Gulf, Atlantic, or Great Lakes.

These are the realities of the moment, but the good news is that such disruptions and diversions, although significant this summer, will subside with the season, and hopefully the industry can recover from the financial losses, as it did after last year's high water.

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Gulf of Mexico Activity Continues to Escalate

By: Jerry Greenberg, Workboat.com

Unless oil prices plummet, Gulf of Mexico OSV operators and other oil service companies should not have to worry for several years where their next jobs are coming from.

The U.S. Gulf continues to thrive and grow. The latest big contract going to Seadrill Offshore is worth a whopping \$4 billion for a total of 19 rig years for three ultradeepwater drillships to work in the Gulf of Mexico. Two of the drillships, the West Auriga and West Vela, will not be delivered until February and May 2013 with startup set for later that year. The third drillship already is operating and will be named at a later date (kind of like a baseball trade). The potential contract also includes mobilization fees for the newbuild units.

Another driller, Noble Corp., signed a three-year contract for one of its ultradeepwater drillships under construction and set for delivery during the fourth quarter 2013. Anadarko Petroleum contracted the Noble Bob Douglas. Startup is set for the first quarter 2014. The day rate reported by Noble is \$618,000 including mobilization revenue. Noble also has two newbuild drillships under construction that are still available.

Also, the newbuild deepwater semisubmersible Ensco 8506, set for delivery during the third quarter this year from a shipyard in Singapore, is contracted to Anadarko in the Gulf from December 2012 through June 2015.

Transocean's drillship Discoverer Deep Seas received a three-year contract from March 2013 through March 2016 from Murphy at a day rate of \$595,000. The rig is presently contracted to Chevron until March 2013 for \$450,000 a day.

Other potential contracts could go to Rowan Companies, which has three newbuild drillships under construction with deliveries scheduled for 2013 and 2014.

With high (but fluctuating) oil prices and plenty of new potential acreage to drill due to two recent successful lease sales, operators and drilling contractors are expected to announce several additional long-term, high day-rate drilling contracts for rigs destined for the Gulf. If operators do not hurry and charter rigs for delivery during 2013, they might have to wait to begin their drilling programs in 2014 as rig deliveries are snapped up.

What supply vessel owners have to do now is convince operators that they should spread the wealth in the form of long-term contracts for marine services.

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Falcon Frees Willy

With the world-famous Willy strapped to its back, the small Saab Seavey Falcon ROV used its five powerful thrusters and intelligent electronics to give Willy the wriggle he needs to swim free.

Filmed in South Africa, the realistic swimming motion was cleverly recreated through the precise fingertip control of the Falcon by ROV pilots Nick Stroud and Josh Smit of Marine Solutions.



The biggest challenge, according to Marine Solutions director, Kevin Bey-Leveld, was to make the Orca whale, with its large body, look like it really was swimming along.

The success of the project, says Kevin Bey-Leveld, helped keep down the cost of filming. "The way the Falcon flies, combined with trained ROV pilots, allowed the director to film the sequences in a relatively short space of time, in terms of normal filming," he explains.

Although small and compact, the Falcon was powerful enough to manoeuvre in both swimming pool and the open ocean – the trick, explained Kevin Bey-Leveld, was to balance the buoyancy to compensate between sea water and fresh water.

It is not the first time the Falcon has starred in the movies. In the Bollywood film, 'LUCK', also filmed in South Africa, it was strapped under a 4.2 meter long latex and polyurethane replica of a tiger shark and used to replicate the realistic swimming motion of the shark and its violent attacks on hapless swimmers.

The Falcon is owned and operated by Cape Town based Marine Solutions. The ROV's worldwide success across a range of industries has come from its power to hold steady in strong cross currents, and its distributed intelligence control system that allows up to 128 devices to be connected together on a single RS 485 serial network. This means different equipment can be easily added and changed as needed.

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Investors Test Wave Energy Converters in Atlantic Ocean

By: *Seadiscovery.com*

During this summer, two Finnish wave energy converter devices will be tested to prove the viability of wave energy. As Yle reports, these prototypes from two Finnish investors are being demonstrated in the Atlantic Ocean. The "WaveRoller", one of the devices, will be demonstrated off the coast of Portugal, and the other, "The Penguin", is being tested on the coast of Scotland. Heikki Paakkinen, developer of "The Penguin", and the Managing Director of Wello, a Finnish company specializing in ocean wave energy, stated: "Though the sea looks calm, strong movement is constantly taking place inside the device".

Given that wave energy converters are still a new invention, investors are required to build full-scale units to convince power companies. Paakkinen added: "We can prove these things with calculations and tests, but in the end people will only believe when they see something for real. So we make a full-scale version". Experts at the Finnish Innovation Fund Sitra, which funded the development of the mentioned devices, have high hopes for a growing market in wave power. It is estimated that the first pre-commercial power units could be designed not sooner than next year.

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Rope Technology Workshop

The 10th International Rope Technology Workshop will be held on November 13-15 in Napa Valley, CA. This workshop is organized by the Ropes and Tension Members Committee of the Marine Technology Workshop and the OTRC at Texas A&M.

Full information can be found on at www.marine-technology.org.

The workshop consists of a series of talks and panel discussions on topics related to research, design, manufacturing, and use of ropes, cordage, and other tension members. It is open to all fields and uses of ropes and flexible tension members. There are no published proceedings from the workshop, so you must attend in order to benefit from it.

You are encouraged not only to attend but to also make a presentation or a short talk. Share with others your experiences, expertise and new developments in rope technology.

Abstracts for talks to be presented at the workshop are now solicited. Email your abstract to evan@delmarus.com.

Registration is now open at the above mentioned web site. To receive the discounted rate you must register by September 30.

The workshop will be held at the Napa Valley Marriott Hotel & Spa. Hotel reservations can also be made through the above mentioned web site.

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Cordage Institute Logo Use Policy

As a reminder, the Cordage Institute's logo may only be used by current members, and solely to signify membership in the Cordage Institute. The Cordage Institute logo should not be used to advertise, promote or market a general class of products, but it may be used with a statement that a particular product meets or exceeds the Cordage Institute standards for rope, cordage or twine. It is important to note that the Cordage Institute does not endorse or certify products or classes of products, and no use of the logo should imply endorsement, certification or approval of particular products or classes of products by the Institute.

If you have any questions regarding the Logo Use Policy, please contact the Cordage Institute office.

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Important Events

Cordage Institute Technical Meeting

September 19-20, 2012

Embassy Suites

Philadelphia, PA

<http://www.cordageinstitute.com/new/events.asp>

Associated Wire Rope Fabricators Fall 2012 General Meeting

September 30 - October 3, 2012

Marriott Wardman Park

Washington, DC

www.awrf.org

OCEANS 2012 MTS/IEEE

October 16 - 18, 2012

Virginia Beach Convention Center

Hampton Roads, VA

www.oceans12mtsieeehamptonroads.org

Web Sling and Tie Down 2012 Fall Meeting

October 16 - 18, 2012

The Marquette Hotel

Minneapolis, MN

www.wstda.com

International Workboat Show

December 5 - 7, 2012

Morial Convention Center

New Orleans, LA

www.workboatshow.com

Cordage Institute Annual Conference

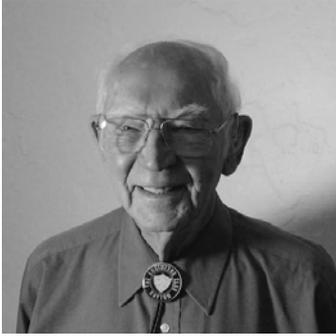
June 2-4, 2012

Dublin, Ireland

<http://www.cordageinstitute.com/new/events.asp>

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William Harbine Hagenbuch (1918-2012)



Bill Hagenbuch was born October 19, 1918 in Muncie, Indiana. At six, he was bedridden for months with osteomyelitis. He occupied his mind to compensate, learning chess and playing with building toys. Perhaps then he developed his social skills, ability to delegate, positive attitude, and eagerness to explore.

After a mid-year promotion in high school, Bill was transferred to the Blue Ridge School for Boys in Hendersonville, North Carolina, graduating at 16. After a year at Miami University, which he enjoyed "too thoroughly", he transferred to M.I.T. and made the Dean's list. At M.I.T., he earned a B.S. in 1940 and a Masters in 1941 in chemical engineering. He was active in student government, ROTC, and Sigma

Nu.

He first worked at Hercules Powder in Delaware, earning his pilot's license on his lunch hours. In WWII, he took radar training at Harvard and M.I.T., had a stint at flight training and then worked in radar countermeasures at Wright Field, near the family farm in Beavercreek.

Bill's rare mix of technical smarts and diplomacy played out across his lifetime.

In 1944 he was sent to England with the U.S. 8th Army Air Corps where he witnessed the London bombing and liberation of Paris. While there, he met American Wellesley student, Grace Horner, working in a civilian radar lab. After the war, they married, moved to the family farm, and Bill joined the family ropemaking business in Xenia. Over 40 years, he rose to chief engineer and CEO of the Hooven & Allison Company, where he modernized operations to make synthetic rope. The Cordage Institute twice honored him as an industry pioneer.

The Hagenbuchs adopted daughters Susan, Bonnie, Christine, and Kate. Bill and Grace also hosted ten exchange students and developed far-reaching friendships.

Bill volunteered with the Art Institute and Cincinnati Zoo Safari Club; was president of the Greene County Red Cross; was a long-time member of Xenia Rotary; and was president and 16-year member of the Beavercreek School Board. In 1947, he joined the Engineers Club of Dayton and remained a lifelong member, earning the 2005 Deeds-Kettering Award for his ambassadorship, financial contributions, and endless curiosity. Bill continued to live to the fullest after retirement in 1986, becoming an early adopter of the Macintosh computer and member of the local user group.

In 1988, he co-founded the Beaver Creek Wetlands Association to protect the local wetlands corridor. He served as its first president and donated two properties, the Zimmerman Prairie and Hagenbuch Reserve.

He read widely in history and science and was an accomplished photographer with a catalog of over 30,000 slides. His favorite photo of a giraffe at sunset was published on the cover of the Cincinnati Enquirer in 1965. Travels with Grace and family and friends took them to Europe, Central and South America, Africa, Australia, Indonesia and much of the U.S.

After Grace died in 2003, Bill continued to "see and be seen" with the help of his four daughters and many friends. Bill was a great storyteller, and in 2008 he narrated and starred in the documentary film "Ropewalk: A Cordage Engineer's Journey through History".

Bill was preceded in death by his wife of 56 years, Grace Horner Hagenbuch. He is survived by four daughters, Susan Martin Davidson of Los Angeles, Bonnie Martin Gordon of Portland, Oregon, Christine Martin of Beavercreek, and Kate Hagenbuch of Oakwood; and grandchildren Pamela Gordon Waldman and Jack Gordon.

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Henry Winston Shepherd (1930-2012)



Born March 22, 1930, Henry Winston Shepherd passed away on Sunday, June 10, 2012, after a short illness. He was preceded in death by his brother, James, and his daughter Barbara.

Raised in Richmond and Tappahannock, Winston attended Woodbury Forrest, where his lanky frame allowed him to excel at pole vaulting. He circled the world before the age of 22, serving in the Merchant Marines aboard a T-2 tank ship. Upon his return to Tappahannock, he spent his summer as a "boat bum" and met his wife, Barbara, who was working at the local marina. Two weeks later they were engaged, and then at the age of 24 they were married.

Together they raised a family in Richmond, the Virgin Islands, Florida, Pennsylvania, New York, and Williamsburg.

Winston enjoyed a long career in maritime sales. In his leisure time, he was a gifted model ship builder and a clock and furniture maker. He and Barbara traveled the world in their retirement. He was a loving husband and father who will be fondly remembered and terribly missed.

He is survived by his wife of 57 years, Barbara; son, Henry Winston Jr. and his wife Terry; and sister, Louise Crowe.

- Published in Virginia Gazette from June 12 to July 11, 2012

Win was the kindest, calmest, and best organized man I ever met. He was my mentor and encouraged me to learn all that I could about rope. He was not only in maritime sales, he also introduced the double braid product into the utility industry, the Army, and Navy, as well as many other areas we take for granted now. If you wanted to plan a meeting, you could ask Win if he would be available on a date three or four months ahead and he would check his book and tell you what city, motel, and what restaurant he would be in on that date. Win, I failed that part of the teaching, sorry.

- Dave Richards, Cordage Institute Technical Director and *ropecordNEWS* Editor

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ropecordNEWS

Editor: Dave Richards, Technical Director

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Members are encouraged to contribute articles and items of interest by emailing them to info@cordageinstitute.com. Rates for advertising are available from the Institute

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