ropecordNEWS

THE CORDAGE INSTITUTE

Dedicated to the Advancement of Rope and Cordage Products

Vol. XVII, No. 3 **FALL 2013**

In This Issue

Cordage Institute Joint Conference with EUROCORD

A Resounding Success!

This past June, the Cordage Institute traveled to Dublin, Ireland for the first ever Joint Conference with EUROCORD. The meeting was a resounding success, and talks are already in place for a second Joint Conference in 2015. The Conference schedule included Technical Working Group meetings, a Technical Meeting, an Industry Seminar, a Business Meeting, a General Session, and of course, plenty of networking opportunities, including a Ryder Cup style golf outing. Check out some of the photos from the 2013 Joint Conference!

The Industry Seminar saw a number of presentations from both Cordage Institute and EUROCORD members. These presentations focused on the individual companies, but offered a valuable opportunity for the two groups to become more familiar with each other.

During the Business Meeting, Andy Barker with Rocky Mount Cord Co. was elected as the new Cordage Institute President, and Bill Pearson with Pearson Industries was elected as the new Vice President. Also, the following were elected to serve two-year terms on the Board of Directors:

- Anthony Bon, Samson
- Knut Buschmann, Unirope Limited

- Chris Lavin, New England Ropes Corp.
- Luis Padilla, Cortland Cable Co.
- Forrest Sloan, Kuraray America, Inc.
- Bob Thompson, Fiber-Line, LLC

This year's General Session was packed with informative presentations and panel discussions. Those in attendance saw Dr. Marc Van Parys's presentation, "Future Technologies for Textile Substrates", and Johan Van Overtveldt's presentation, "Analysis on the Global Economy and Views on the General State of Economy". These presentations are available in the Members Only Area of the Cordage Institute website.

The panel discussion, "What are the Market Trends and the Key Issues to the Industry?" was discussed by two separate panels, first by representatives from the Rope and Net Industries, and second by representatives from the Machinery and Raw Material Industries. These panels offered unique insights into the industry, and were well received by all attendees.

Next year, on May 21-23, 2014, the Cordage Institute will travel to the Hyatt Regency Tamaya Resort and Spa in Santa Ana Pueblo, New Mexico near Albuquerque for our 2014 Annual Conference. Mark your calendars today!

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James Ronald Breedlove In Memoriam

James Ronald Breedlove, 68, of Kennesaw, Georgia, passed away on Tuesday, August 27, 2013. He was the son of the late Lt. Commander (USN) James D. Breedlove of San Antonio, Texas and the late Mary Ann Breedlove of Indian Head Park, Illinois. He is survived by his wife of 47 years, Susan Smith Breedlove, his daughters and sons-in-law, Kimberly Denise and Bryan Bryant of Franklin, North Carolina and Kerry Anne and Ross Fowler of Marietta, Georgia. He had six grandchildren: Zackary Lewis Bryant, Hailey Denise Bryant, Nathan James Bryant, Bailey Madison Bryant, Starley Ann Fowler, and Bexley Lillie Fowler. Proudly served his country as a Drill Sergeant with the 78th Lightning Division, United States Army Reserve, from 1969 to 1976, attaining the rank of Sergeant First Class. Mr. Breedlove attended Texas A & M, Philadelphia College of Textiles and Science, and Rider College. He was well known as an expert in the cordage industry. He was Plant Manager and Vice President of Manufacturing at Wall Industries in Beverly, New Jersey and Elkin, North Carolina, Vice President of Manufacturing at New England Ropes in New Bedford, Massachusetts, Director of Southern Operations at Samson Ocean Systems in Anniston, Alabama, Vice President of Production at Wellington Manufacturing, Madison Georgia, and Vice President of Quality Control and Global Sourcing at the Lehigh Group in Macungie, Pennsylvania. He most recently was a consultant for his company, The Cordage Authority, in China and at Garware-Wall Industries in Puna, India. He traveled the world extensively for his profession. Jim knew what he was doing and the Rope Industry is better off because of him.

A lot of people that are active in the Cordage Institute now were not active members when Jim was involved. Jim was the Cordage Institute for several years. He was responsible for the publishing of most of the Standards. This was during the era of Mr. Gale Foster. Jim had a vision and was able to get people to volunteer, and he established the foundation of what we are today. We had good times at the meetings, and especially during morning golf and evening dinners. Every time I pick up a golf club I will remember Mr. Jim Breedlove, President of PGA (Poor Golfers Anonymous) and he would remind them that our PGA also had rules and those were what we used.

There is so much to be said that it would take a book, but all I can say now is thank you for the memories, Jim-Bob.

-Dave Richards

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Joseph A. Berthelot In Memoriam

Joe Berthelot passed away Friday, October 11, 2013 at his home. Joe had enjoyed 15 years of retirement after working at Samson for 46 years. He started his career with American Manufacturing, Inc. in New Orleans, LA as a salesman on October 15, 1952. Within a few short years, he was promoted to Regional Sales Manager. In 1976, he accepted the position of Vice President of Sales and moved to Honesdale, PA where he led the entire sales department. In 1986, Joe moved to Lafayette, LA where he served as Vice President of Sales until he retired in 1998. Joe spent the rest of his life focused on his three loves: his lovely wife Joyce, his son James, and fishing equipment. He had more fishing equipment than most bait shops.

Joe was known as an expert on how ropes were used, and he had the ability to match the right product to each application. He traveled the world and was respected for his knowledge, character, honesty, ability to make people feel at ease, and for living up to his commitments.

Joe lived life to the fullest. He loved to talk about his career in sales, and could recount many stories that were both interesting and entertaining. One of his favorite sayings was, "The truth should never get in the way of a good story". Steve Swiackey, CEO of Samson, once described Joe as a man who filled up a room when he entered. Not because he was a big man, but because he lived big, and lived life to the fullest.

Joe will be missed by all who knew him.

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Fiber-Line Strengthens Corporate Staff

Press Release

Fiber-Line Strengthens Corporate Staff to Drive Growth and Operational Excellence Marketing and Operations

Fiber-Line has strengthened its management team to drive strategic growth and operational performance. Following a management buyout in December 2012 by Taglich Brothers, Inc., the company is focused on diversification and growth. Fiber-Line will expand its presence in oil & gas, composites, and industrial markets, as well as grow globally, particularly in Brazil, Russia, India, and China (BRIC).

To accelerate these efforts, two key additions have been made to the corporate team:

Bill French joins as President and COO with responsibility for the Americas' business. Bill has a diverse background with more than 20 years experience, and he brings extensive polymer, extrusion, and coatings knowledge along with commercial and operational experience with General Electric, Elementis Specialties, and Momentive Performance Materials (formerly GE Silicones). He will focus on business strategy, operational improvement, and process management.

Rosie Savage joins as Global Marketing Manager with responsibility for marketing development and implementation. Rosie also has over 20 years of experience, focused on the commercial side of specialty chemicals, and she has marketing, sales, and business development experience with BASF, Air Products, and FMC. She will initially focus on key high performance fibers such as carbon fiber and high value industrial applications.

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Waterways Funding Decisions Loom

By: Pamela Glass, Workboat.com

Congress is finally making some progress toward passing legislation to address the United States' crumbling network of locks and dams, a troubling situation that could jeopardize the nation's ability to provide competitive and efficient transport of key commodities at home and abroad.

In April, the Senate passed a bill reauthorizing the Water Resources Development Act (WRDA), which provides the policy framework for funding the nation's inland river system. The House is a step behind, with its version being drafted by lawmakers who planned to bring it before the House Transportation and Infrastructure Committee for consideration when Congress returned to Washington from the traditional August recess.

As they say, the devil is in the details, and that's no exception here. The Senate WRDA report contains a lengthy discussion about problems with the inland waterways system, calling the president's budget request inadequate, and claiming that U.S. rivers aren't equipped to handle changes in global shipping and trade, such as the big ships that will be used after the deepening of the Panama Canal.

The report is silent on a general fix, but expresses frustration over the inability of Congress to resolve the funding shortfalls that have led to project delays, cost-overruns, and poor management. "The committee believes it is important for Congress to rethink the federal role in water transportation to determine if there is a better way to plan, build, and finance this critical infrastructure."

One idea for raising money that has riled barge operators is an ad valorem levy on cargoes shipped on the inland system. The industry sticks by the diesel fuel tax that is levied on barge operators and pays for half the cost of new construction through the Inland Waterways Trust Fund (IWTF).

Mike Toohey, chairman of the Waterways Council, an industry-funded advocacy group for inland waterways funding reform, told me, "It is efficient, there are less than 300 payers of the user fee, it does not require a new bureaucracy to collect and enforce the fee, and there is broad public acceptance."

The bill also prohibits funds for the costly and much delayed Olmsted Lock and Dam from being drawn from the IWTF. Critics fear that due to cost-overruns, the Olmsted would suck all the money out of the fund, leaving nothing for other projects. Another interesting detail is that the Senate version of WRDA would direct the Corps of Engineers to undertake 15 water projects using innovative financing such as public-private partnerships. The brainchild of Sen. Dick Durbin, D-IL, it would build on methods used in the federal aid highway program, where partnerships are widely used.

Tough decisions lie ahead with the House and Senate tax-writing committees that must develop a politically-acceptable way to fund inland infrastructure as part of a more comprehensive tax bill. The industry is hoping that lawmakers will adopt an increase in the diesel tax. But that's not a sure bet as many in Congress are reluctant to adopt tax increases.

"We remain confident of enactment of these bills as part of WRDA 2013 by this Congress," Toohey said, despite such challenges.

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Construction of Oceanographic Research Vessel Reaches Milestone

Workboat Staff

Seattle-based Guido Perla & Associates reports that construction of the oceanographic research vessel, Neil Armstrong, is progressing according to plan at Dakota Creek Industries in Anacortes, WA. A major milestone was achieved recently with the completion of the hull assembly. After the stern block was set, the installation of the pilot house was completed.

The navy-owned, 238' oceanographic research vessel is scheduled for delivery in late 2014 and sister vessel, Sally Ride, is scheduled for delivery in early 2015. Once completed, Neil Armstrong will be operated by the Woods Hole Oceanographic Institution, and Sally Ride will be managed by the Scripps Institution of Oceanography under charter party agreements with ONR. Both ships will be supporting scientists with ongoing research worldwide, including in the Atlantic, Western Pacific, and Indian Ocean regions in a wide variety of missions.

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Editorial - Offshore Wind

By: John Manock, Ocean News Technology

Public pressure in favor of offshore wind? Maybe it's coming.

I am a relative newcomer to the offshore renewable business, having come from the submarine cable industry. When I recently covered the Energy Ocean International Conference for Ocean News & Technology, I wasn't quite sure what to expect. I hoped that I knew enough about the technologies involved in offshore wind and tidal to at least not look stupid, and at most sound somewhat intelligent when I talked to people who were devoting their careers to these fields.

To prepare myself, I made sure that I was up to date on the most recent technological developments. Just writing that is a joke, as the technology is moving so quickly that I was out of date as soon as I finished the sentence. What is far more important, when trying to look intelligent at any conference, is to become fluent in the language of the industry, which means knowing what all the acronyms stand for. Good luck on that one, too.

In the end, I made it through the conference without too much embarrassment. What really struck me, however, was how enthusiastic and optimistic the people in the offshore renewable industry are. Although I am new to the industry professionally, I live in New England, the center of the offshore wind industry in the United States. Being so centrally located, I have been following the travails of Cape Wind and Deepwater Wind for years as they try to build wind farms off the coasts of Massachusetts and Rhode Island, respectively. It has been such a long and difficult journey for these and so many other companies that I would completely understand if the people behind them said "I've had enough" and changed careers to something easy, like quantum mechanics.

To emphasize what the journey has been like, one presenter at the conference had the all-time greatest conference slide in the history of conferences. It was a strip from the *Calvin and Hobbs* comics. In it, the two are playing "calvinball" in which the rules are literally made up as they go along with the ultimate goal of making it impossible for anyone to accomplish anything.

For all of the complicated regulatory issues and amazing new technologies, my most surprising discovery was that there was still so much public resistance to offshore renewable projects in the United States. Both Cape Wind and Deepwater Wind have been taken all the way to their respective state's Supreme Courts, which in both cases ruled in favor of the developers, yet there are still ads being taken out against the projects. In one case, a developer was accused by a local town of "hiding" a piece of information, even though that information had been on the town's own website for months.

The usual reason given for opposing offshore wind is the high cost of the electricity that is to be generated. Curiously, I learned at the conference that many small scale solar projects in the region produce electricity that is more expensive than the power that will be produced by the early offshore wind projects, yet, as it was pointed out, there is no public outcry against these projects. When it comes to offshore wind, however, business users are leading the resistance, afraid that the expensive projects will mean higher rates.

This may be changing. A recent study carried out by Deloitte's alternative energy group shows that more and more businesses in the United States are embracing alternative energy because it is good for business. Many businesses are listening to their customers' demands that they explore "green" alternatives.

The study pointed to several high-end brands that believe their customers expect the brand to be sensitive to environmental issues and be open to using power produced by green technologies. The study also cited peer pressure as one of the most important drivers of people's views on using green electricity. This is true for both businesses and individuals.

Offshore wind and all of the other green alternatives can only provide a small percentage of the planet's power needs. Making them work on an efficient scale will require the support of entire communities. Perhaps the driving force will come from the bottom up rather than top down, not from government mandates, but from individuals first taking steps within their homes and then making their views known to businesses by favoring those that are green. How ironic if after all of the struggles, the ultimate success for offshore wind comes from public demand for green electricity.

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Silver Recovered from Shipwreck

By: Garry Boulard, Workboat.com

Just weeks after launching its 2013 North Atlantic operations, Odyssey Marine Exploration has hit pay dirt. Searching through the remains of the SS Gairsoppa, a British cargo ship that went down more than 60 years ago, a crew from the Tampa-based company recovered some 1.8 million ounces of silver.

The haul breaks previous records for the deepest and largest shipwreck precious metal recovery and in so doing accounts for an estimated 99 percent of the insured silver that was known to have gone down with the 412' ship when she sank in February of 1941.

“This was an extremely complex recovery which was complicated by the sheer size and structure of the SS Gairsoppa as well as its depth nearly three miles below the surface of the North Atlantic,” Greg Stemm, Odyssey Marine chief executive officer, said in a statement. “To add to the complications, the remaining insured silver was stored in a small compartment that was very difficult to access.”

Recovery operations on the sunken ship began last year under an agreement with the UK’s Department of Transportation allowing Odyssey Marine to retain exactly 80 percent of the net value of all salved cargo on the ship.

Last year, Odyssey Marine, which discovered the Gairsoppa in 2011, recovered 1,218 silver ingots weighing nearly 48 tons from the ship.

The silver has now been transported to a secure facility in Great Britain. Odyssey Marine has additionally directed JBR Recovery Limited, also based in the UK, to support the logistics, refining, and monetization of the recovered silver cargo.

JBR Recovery Limited is regarded as one of the leading silver recovery and precious metal recycling specialists in Europe.

Even though the recovery operation has proven successful, it was not without its challenges.

“Working 15,000 feet deep, where the water pressure is 7,000 pounds per square inch, you have to use very certain materials and equipment built to withstand this extreme pressure,” remarked Mark Gordon, chief operating officer and president of Odyssey Marine.

Gordon notes that Odyssey workers conducted the recovery operation onboard the Seabed Worker, a multi-purpose support vessel belonging to the Norway subsea company Swire Seabed. “The system that we are using consists of a suite of hydraulic tools that are lowered to the sea floor and then controlled by the remotely operated vehicle while the weight of the tool is supported by a 30 ton winch,” said Gordon. “This allows the technicians at the surface to change out tools on the seafloor without retrieving to the vessel.” The usual retrieval process can comprise up to roughly 3-1/2 hours in both directions.

The Seabed Worker has since returned to the sea to continue Odyssey Marine’s 2013 North Atlantic Expedition, which also includes recovery efforts on the SS Mantola, a 450’ British-flagged ship that was lost during World War I and found two years ago by the company.

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Shell to Boost Deepwater Production in Brazil

Ocean News and Technology

Shell and its partners are expecting to boost production with two new deepwater projects at Parque das Conchas (BC-10) and the Bijupirá/Salema fields.

"Offshore Brazil is a key part of our plans to grow our deepwater portfolio, which is a key component of our global strategy," said John Hollowell, Executive Vice President for Deep Water, Shell Upstream Americas. "We look forward to continuing the work with our partners in offshore Brazil to develop the resources in a safe and responsible way."

For Parque das Conchas (BC-10), Shell and its partners Petrobras and ONGC have decided to move forward with Phase 3 of the project, which will include the installation of subsea-infrastructure at the Massa and Argonauta O-South fields. These fields will be tied-back to the Espírito Santo, the floating production storage and offloading vessel (FPSO), which is at the center of the Parque das Conchas development.

Once online, Phase 3 of the BC-10 project is expected to reach a peak production of 28,000 barrels of oil equivalent (boe) per day (Shell share 50%, Petrobras 35%, ONGC 15%). Since coming on-stream in 2009, the BC-10 project has produced more than 70 million boe. Phase 2 of the project, to tie-in the Argonauta O-North field, continues to progress and is expected to come online late 2013 with a peak production of 35,000 boe per day (Shell share 50%, Petrobras 35%, ONGC 15%).

At the Bijupirá/Salema fields, a re-development is underway that includes the drilling of four new production wells. This is expected to boost production from these fields to a peak of 35,000 boe per day in 2014 (Shell share 80%, Petrobras 20%). The Bijupirá/Salema fields have produced close to 100 million boe since startup in 2003.

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The Best Defense Against Catastrophic Storms: Mother Nature

By: Elizabeth Rauer

Stanford researchers say that natural habitats such as dunes and reefs are the best protection against storms and rising sea levels along the U.S. coastline.

Extreme weather, sea level rise, and degraded coastal systems are placing people and property at greater risk along the coast. Natural habitats, such as dunes and reefs, are critical to protecting millions of U.S. residents and billions of dollars in property from coastal storms, according to a new study by scientists with the Natural Capital Project at the Stanford Woods Institute for the Environment.

The study, "Coastal habitats shield people and property from sea-level rise and storms," published July 14, in the *Journal Nature Climate Change*, offers the first comprehensive map of the entire U.S. coastline that shows where and how much protection communities get from natural habitats such as sand dunes, coral reefs, sea grasses, and mangroves. The likelihood and magnitude of losses can be reduced by intact ecosystems near vulnerable coastal communities.

One map shows predicted exposure of the United States coastline and coastal population to sea level rise and storms in the year 2100. An interactive map can be zoomed in on for the West, Gulf or East coasts, Hawaii, Alaska, or the continental United States.

"The natural environment plays a key role in protecting our nation's coasts," said study lead author Katie Arkema, a Woods postdoctoral scholar. "If we lose these defenses, we will either have to have massive investments in engineered defenses or risk greater damage to millions of people and billions in property."

With the release of the Obama administration's Climate Action Plan on June 25, there is renewed interest in coastal resilience and climate adaptation planning, as well as in finding natural ways to protect America's coastline. Billions of dollars will soon be spent on restoration activities in the Gulf of Mexico and the Eastern Seaboard affected by Hurricane Sandy. Leaders can make decisions now to factor natural capital into decisions that could have long-term benefits.

"As a nation, we should be investing in nature to protect our coastal communities," said Mary Ruckelshaus, Managing Director of the Natural Capital Project. "The number of people, poor families, elderly, and total value of residential property that are most exposed to hazards can be reduced by half if existing coastal habitats remain fully intact."

At a moment when many coastal planners are considering their options for dealing with the impacts of sea level rise, the study provides both a national and a localized look at coastal areas where restoration and conservation of natural habitats could make the biggest difference.

"Hardening our shorelines with sea walls and other costly engineering shouldn't be the default solution," said Peter Kareiva, the chief scientist at The Nature Conservancy and co-author of the study. "This study helps us identify those places and opportunities we have to keep nature protecting our coastal communities, and giving us all the other benefits it can provide, such as recreation, fish nurseries, water filtration, and erosion control."

The Natural Capital Project is a partnership with the Stanford Woods Institute for the Environment, the University of Minnesota's Institute on the Environment, The Nature Conservancy, and the World Wildlife Fund, aimed at aligning economic forces with conservation. The project works to integrate ecosystem service approaches into all major resource decisions that affect Earth's natural resources.

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Workboat Overload in Venice

By: David Krapf

I have been traipsing around Italy for the last two weeks, viewing countless masterpieces and cultural icons in Rome, Siena, and Florence. So after this artistic overload, it was time to give my feet a rest, and take to the water. For this, my final destination here before heading back to New Orleans is perfect. Venice.

If you want workboat overload, Venice has it. There are water buses (vaporetti), water taxis, car ferries, hydrofoils, mammoth cruise ships, delivery barges for UPS, FedEx, etc., small construction vessels, and special-purpose boats for everything from emergency services to postal service to garbage collection.

So yesterday I purchased a 12-hour travel card for the vaporetti, the public transportation of Venice. The efficient system takes visitors along the main canals, to the islands, and around Venice's lagoon. Sure, each vaporetto was crowded, but it was an inexpensive way to see the city and surrounding areas and get away from the hordes of tourists on "land." (Actually, Venice is a swamp, built on wood pylons driven into about 100 feet or so of silt).

I took a 40-minute ride on a waterbus to the beautiful lagoon island of Burano. The fishing village on the Adriatic Sea in the Mediterranean basin is a photographer's paradise. The colors of the houses and the local flair are outstanding. Who knew fishermen could be so artistic?

Next, I hopped back on a vaporetto for the ride back to Venice. Once there, I caught another vaporetti line that took me around Venice where I hopped off at the port to check out the cruise ship terminal and the local coast guard. I watched a large cruise ship, with the aid of two large tractor tugs, make its way slowly past Piazza San Marco in central Venice. The huge cruise ship seemed out of place, but that's another story.

Then I hopped on one more waterbus that dropped me close to my hotel where I grabbed a beer at a hidden campo away from the tourists and the water. Ciao. Back to New Orleans tomorrow.

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Important Events

Associated Wire Rope Fabricators Spring 2014 General Meeting
April 27 - 30, 2014
Marriott Waterfront
Baltimore, Maryland
www.awrf.org

Web Sling and Tie Down 2014 Annual Meeting
May 5 - 8, 2014
DoubleTree by Hilton Charleston-Historic District
Charleston, South Carolina
www.wstda.com

Cordage Institute Annual Conference
May 21 - 23, 2014
The Hyatt Regency Tamaya Resort & Spa
Santa Ana Pueblo, New Mexico (near Albuquerque)
www.cordageinstitute.com/new/events.asp

OCEANS 2014 MTS/IEEE
September 14 - 19, 2014
Delta St. John's Hotel
Newfoundland and Labrador, Canada
www.oceans14mtsieeestjohns.org

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ropecordNEWS
Editor: Dave Richards, Technical Director

The ropecordNEWS is published by the Cordage Institute. The Cordage Institute is an international association of rope, twine, and related manufacturers, their suppliers, and affiliated industries. Articles appearing in ropecordNEWS are the views of the authors and not necessarily those of the Cordage Institute.

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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Joint Conference Photos - Dublin, Ireland

Andy Barker (left), newly elected President of the Cordage Institute, presenting Luis Padilla with a plaque for his contributions as President from 2011-2013.