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Cordage Institute and EUROCORD Plan Second Joint Conference



After a very successful inaugural Joint Conference in 2013, the Cordage Institute and EUROCORD will host a second Joint Conference at the Loews Atlanta Hotel in Atlanta, Georgia on May 31 - June 3, 2015.

The event will feature technical meetings, industry presentations, panel discussions, and plenty of opportunities to network with members of both organizations.

Check out the [meeting notice](#) for details on the program, and register online [here](#). We look forward to seeing you in Atlanta!



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DP World: Low Bunker Prices to Fuel Economic Growth

By: Aiswarya Lakshmi

As bunker fuel prices drop, so too could shipping costs. Dubai-headquartered DP World says falling oil

prices are good news for global shipping.

It plans to double investments this year, local media reports.

The Chairman of DP World Sultan Ahmed bin Sulayem has stated that the fall in oil prices may

stimulate particular economies such as India and China who are among the most energy-dependent countries, relying on overseas producers for much of their oil needs. Crude oil prices are currently about half their level from six months ago.

And world shipping is expected to be a key benefactor of such developments. In anticipation of such growth, DP World is said to be planning to invest up to \$1.9 billion in 2015 as part of a move to increase capacity by 14 percent.

The move could see DP World's capacity rise to 80 million twenty-foot equivalent units (TEU) throughput across terminals in Dubai, Turkey, Rotterdam, and India in 2015 and 100 million TEU by 2020.



Photo courtesy of DP World

Falling ship operating costs and low bunker prices will translate into higher profitability fueling economic growth, says Dubai-headquartered DP World.

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Salvors Delay Hoegh Osaka Refloat

by Eric Haun

The salvage team has decided to delay the refloat of grounded car carrier vessel Hoegh Osaka.

The refloat was initially scheduled for Thursday, January 8, but salvors' calculations revealed that more water has entered the vessel than was previously predicted, according to the U.K. Maritime and Coastguard Agency. Thus, the preparation for the refloat will take longer than the weather window would allow, forcing the refloat to be postponed.

Hoegh Autoliners said the ship's crew intentionally ran the 51,000-metric-ton vessel aground in the English Channel Saturday after it began listing following its departure from the port of Southampton, bound for Germany.

All crew were safely evacuated from the vessel.

The alternative option of securing the Hoegh Osaka will be followed and preparations for the refloat will continue when the weather allows, the U.K Coastguard said.

According to Reuters, salvage experts have yet to report back on the condition of the cargo, which includes some 1,400 motor vehicles that may have shifted as the vessel listed to a near-45 degree angle.

An investigation is ongoing.



Hoegh Osaka (Photo courtesy of the Marine Accident Investigation Branch)

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Chilean Port Workers Strike Disrupts Container Movements

By: Aiswarya Lakshmi

Over 200 workers at Chile's San Antonio port remain on strike and workers at other ports have said they would not unload San Antonio port operator Puerto Central ships.

Over 200 workers at Chile's San Antonio port remain on strike, with workers at other ports saying they will not unload Puerto Central ships. Members of the Maritime Port Workers' Federation of Costanera Espigón (Fetraportces) began their latest indefinite walkout on Saturday after failing to reach an agreement with port managers over shift patterns.

A statement from Fetraportces president Diego Silva in the local media says that the San Antonio port was not respecting agreements made previously, making distinctions between contracted and casual workers.

Union leaders have highlighted several demands, including additional pay for workers during the night shifts and the immediate initiation of collective bargaining negotiations between workers and Puerto Central executives.

According to a local media, Telesur TV, executives at Muellaje Central, a Puerto Central subsidiary that manages container handling in the terminal, say that agreements with workers have been met and respected, whilst calling on some workers to stop blocking access to the port.

However, the recent strikes have generated a great deal of concern in the fruit sector. Chilean Fruit Exporters Association (ASOEX) President Ronald Brown expressed concern over how the stoppage would affect fruit exports.

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Green Ship Technologies Investigated

By: Michelle Howard



Despite ships being by far the most efficient form of transport, there is growing concern about climate change, the environmental state of the world's oceans, and the air quality close to major shipping routes and ports which has led to ever more stringent legislation on emissions to both sea and air.

As such, the Institute of Marine Engineering, Science and Technology (IMarEST), together with the UK Science & Innovation Network (SIN) Southeast Asia, are seeking opinions to investigate 'Green Ship Technologies' within Asia.

"The 'Green Agenda' attempts to address environmental issues by introducing ship designs, equipment, products and operating procedures that reduce harmful emissions, but these measures often come at a cost to ship owners, operators and ultimately the end users of the goods carried by sea. However, there are also financial incentives introduced by Administrations, such as Singapore, to encourage a positive environmental response" says Dr Bev MacKenzie, Technical and Policy Director at the IMarEST.

"These, for example, incentivise ship owners to adopt energy efficient ship designs that reduce fuel consumption and carbon dioxide emissions by a 50% reduction of Initial Registration Fees (IRF) and a 20% rebate on Annual Tonnage Tax (ATT). Greater incentives are also afforded to vessels under the Singapore flag which adopt environmental protection measures that go beyond IMO legislative requirements."

In addition to the incentives offered by Administrations, and with fuel being both the most expensive component of a ship's operating costs and the main source of air emissions, any reduction in consumption brings about a direct financial as well as an environmental benefit.

This can also be a positive in relationships with shippers, who are themselves demonstrating environmental concerns and setting sustainability targets for themselves.

However, how can ships comply with, or even go beyond, legislative requirements and reap the

benefits? What technologies, products and operating measures currently exist to meet this challenge, what is on the horizon, and are ship owners and operators truly engaged in the Green Agenda in Asia?

An invitation-only roundtable discussion will be held in Singapore in March 2015 to debate the survey results and the issues raised. The roundtable will be followed by an open workshop to provide the opportunity for further discussion and a wider attendance.

A report of the findings from the roundtable will be published after the event.

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Mapping Discovered New Coral Reef Patches Previously Unknown to Exist

Posted by Inger Peterson, January 2015, in Ocean Science

[Nova Southeastern University's Oceanographic Center](#) has a long-standing tradition of researching and advocating for the protection of our coral reefs. To that end, NSU researcher Brian Walker, Ph.D., led a recent study that mapped nearly 40 acres of local coral reefs.

The study, which was contracted by the Florida Department of Environmental Protection (DEP,) mapped staghorn coral (*Acropora cervicornis*.) Staghorn is one of two corals presently listed as threatened under the United States Endangered Species Act.



Of the 35 large and dense patches found, only seven were previously documented. Although the age, detailed boundaries and health have not yet been studied, the report states staghorn corals covered nearly 100 percent of the seafloor in some areas. This is particularly astounding, as reef building, or stony, coral usually only accounts for 3-5 percent of the community on southeast Florida reefs.

"This was an unexpected result of a project that was intended to improve our knowledge of the types and locations of near-shore reef habitats in southeast Florida," Walker said. "Understanding the health of these staghorn patches, their locations and the timing of their formation will provide valuable information on how to manage this threatened species in light of a changing climate." Ocean explorer and conservationist Philippe Cousteau dove on one of the newly mapped staghorn reefs earlier this summer with the Florida Department of Environmental Protection's Coral Reef Conservation Program and said: "This is one of the nicest staghorn coral reefs I've ever visited." In addition to garnering the attention of Cousteau, local marine scientists have been ecstatic to learn of these 38 acres of staghorn coral, as positive news for coral reefs has become increasingly rare.

"Coral reefs are one of the most endangered ecosystems on the planet and are continuously

threatened by a combination of local and global stressors, especially here in southeast Florida," said Joanna Walczak, southeast regional administrator for DEP's Florida Coastal Office. "We really only started paying attention to this northern part of the Florida Reef Tract a decade ago - and it amazes me that we're still finding new and exciting discoveries. This is a huge win for Florida's corals and we look forward to learning more through ongoing research with our local partners."

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Chevron Backs Joint Industry Subsea Project

Posted by Inger Peterson, January 2015, in Offshore Industry

[Chevron](#) has become the latest major operator to join [Viper Subsea's Joint Industry Project \(JIP\)](#) to develop its Subsea Integrity Monitoring System known as V-IR. The project, which began in October 2013, has already attracted Shell, BP and Total and the additional sponsorship by Chevron will allow for the functionality to be further enhanced as well as permitting an extended period of testing.

Viper Subsea has gained a reputation for being a major technology innovator within the industry and its V-IR system, which is used to identify and locate faults in remote subsea electrical distribution systems, is one of a suite of patented products the company has designed to solve problems and create efficiencies for operators within the oil and gas industry.

The backing of another major operator for the development of this technology confirms the potential benefits that the V-IR system will bring to the end-users, and Neil Douglas, Managing Director of Viper Subsea, commented; "The addition of Chevron as a fourth sponsor will allow the functionality of the integrity monitoring electronics to be further enhanced and importantly will also allow us to have an extended qualification testing program of the developed hardware.

"The additional design work will predominantly focus on developing the SII interface to allow the technology to be easily integrated into an Active Electrical Distribution Unit. We are delighted to

welcome Chevron to the project. We now have four of the top five Global Supermajor Oil Companies sponsoring the development of this technology. Having such key partners on board will ensure we develop a product that is not only using the most innovative technology available, but is rigorously tested and specified to meet the needs of the subsea industry."

Viper Subsea will carry out all the research and development for the V-IR system, while the JIP partners will contribute funding and ensure the products are optimized for field use. The establishment of the JIP has been facilitated by the Industry Technology Facilitator (ITF). Earlier this year, V-LIFE, another innovative product developed by Viper Subsea that reverses the effect of water ingress into subsea electrical cables and connectors, won the Innovation & Technology Award at the Subsea UK Business Awards. The company was also successful at the Private Business Awards where it was awarded the Technology Innovation of the Year Award, also for V-LIFE.

Viper Subsea anticipates the new V-IR system to be ready for a field-trial later this year.

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Navy Commander Pleads Guilty in International Bribery Scandal

By: WorkBoat Staff

A commander in the U.S. Navy pleaded guilty to federal bribery charges today, admitting that he provided a government contractor with classified ship schedules and other internal U.S. Navy information in exchange for cash, travel and entertainment expenses, as well as the services of prostitutes. A second U.S. Navy officer was also indicted today on related bribery charges by a federal grand jury in the Southern District of California.

Assistant Attorney General Leslie R. Caldwell of the Justice Department's Criminal Division, U.S. Attorney Laura E. Duffy of the Southern District of California, Director Andrew L. Traver of the Naval Criminal Investigative Service (NCIS) and Deputy Inspector General of Investigations James B. Burch of the Department of Defense, Defense Criminal Investigative Service (DCIS) made the announcement.

"Commander Sanchez sold out his command and country for cash bribes, luxury hotel rooms and the services of prostitutes," said Assistant Attorney General Caldwell. "After today's guilty plea, instead of free stays at the Shangri-La hotel, Sanchez is facing many nights in federal prison. The Department of Justice's Criminal Division is committed to prosecuting those who abuse positions of public trust for personal enrichment at the expense of national security and the American taxpayers."

"During the course of the investigation into this criminal enterprise, investigators have compiled voluminous evidence identifying multiple persons of interest, generating numerous leads, and establishing and corroborating connections," said Director Traver. "NCIS and our law enforcement partners are committed to seeing this massive fraud and bribery investigation through to its conclusion, so that those responsible are held accountable."

"This outcome yet again sends the message that corruption will be vigorously investigated and prosecuted," said Deputy Inspector General of Investigations Burch. "This is an unfortunate example of dishonorable Naval officers who recklessly risked the safety of our troops by trading classified information for cash, extravagant gifts and prostitutes. Cases such as these are not motivated by need or other difficult personal circumstances; they are the product of simple greed. This investigation should serve as a warning that those who compromise the integrity of the United States will face their day of reckoning. DCIS and our law enforcement partners will pursue these

crimes relentlessly."

Jose Luis Sanchez, 42, an active duty U.S. Navy Officer stationed in San Diego, Calif., is one of seven defendants charged - and the fifth to plead guilty - in the corruption probe involving Glenn Defense Marine Asia (GDMA), a defense contractor based in Singapore that serviced U.S. Navy ships and submarines throughout the Pacific. Sanchez pleaded guilty to bribery and bribery conspiracy before U.S. Magistrate Judge David H. Bartick of the Southern District of California. A sentencing hearing was scheduled for March 27, 2015, before U.S. District Judge Janis L. Sammartino.

According to his plea agreement, from April 2008 to April 2013, Sanchez held various logistical positions with the U.S. Navy's Seventh Fleet in Asia. Sanchez admitted that, beginning in September 2009, he entered into a bribery scheme with Leonard Glenn Francis, the CEO of GDMA, in which Sanchez provided classified U.S. Navy ship schedules and other sensitive U.S. Navy information to Francis and used his position and influence within the U.S. Navy to benefit GDMA. In return, Francis gave him things of value such as cash, travel and entertainment expenses, and the services of prostitutes. Sanchez admitted that this bribery scheme continued until September 2013. Francis was charged in a complaint unsealed on Nov. 6, 2013, with conspiring to commit bribery; that charge remains pending.

In his plea agreement, Sanchez admitted to seven specific instances in which he provided Francis with classified U.S. Navy ship and submarine schedules. He also admitted using his position and influence with the U.S. Navy to benefit GDMA and Francis on various occasions. Further, Sanchez admitted that he tipped Francis off about investigations into GDMA overbillings and briefed Francis on internal U.S. Navy deliberations.

Sanchez further admitted that, in exchange for this information, Francis provided him with cash, entertainment, and stays at high-end hotels. For example, in May 2012, Francis paid for Sanchez to stay five nights at the Shangri-La, a luxury hotel in Singapore, and, two months later, Francis paid for Sanchez's travel from Asia to the United States, at a cost of over \$7,500. Additionally, Francis arranged and paid for the services of prostitutes for Sanchez while Sanchez was in Singapore and elsewhere in Asia.

In addition to Sanchez, two other U.S. Navy officials - former NCIS Special Agent John Beliveau and Petty Officer First Class Dan Layug - have pleaded guilty in connection with this investigation. Two former GDMA executives, Alex Wisidagama and Edmond Aruffo, have likewise pleaded guilty.

Also today, an indictment was returned against U.S. Navy Captain-Select Michael Vannak Khem Misiewicz, 47, of San Diego, California, charging him with a bribery conspiracy and seven counts of bribery. According to allegations in the indictment, from at least as early as July 2011 until September 2013, Misiewicz provided classified U.S. Navy ship schedules and other sensitive U.S. Navy information to Francis and used his position and influence within the U.S. Navy to benefit GDMA. In return Francis allegedly gave him things of value such as cash, travel and entertainment expenses, and the services of prostitutes.

The charges contained in a criminal complaint and indictment are merely accusations, and the defendants are presumed innocent unless and until proven guilty.

The ongoing investigation is being conducted by NCIS, DCIS and the Defense Contract Audit Agency. The case is being prosecuted by Director of Procurement Fraud Catherine Votaw and Trial Attorney Brian R. Young of the Criminal Division's Fraud Section and Assistant U.S. Attorneys Mark W. Pletcher and Robert S. Huie of the Southern District of California.

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Navy to Christen Fifth Joint High Speed Vessel

By: WorkBoat Staff

The Navy will christen the future USNS Trenton (JHSV 5) Jan. 10 in Mobile, Ala.

Secretary of the Navy Ray Mabus will deliver the ceremony's principal address. Virginia Kamsky, chair and chief executive of Kamsky Associates, Inc., will serve as the ship's sponsor.

JHSV 5 will be the fourth naval vessel to bear the name Trenton. The first ship was built following the Civil War and was named to honor George Washington's Revolutionary War victory on the banks of the Delaware River. Since then, a ship bearing the name Trenton has served during every vital Navy mission until 2007 when the last ship was decommissioned.

The 338' aluminum catamaran is under construction at the Austal USA shipyard in Mobile, Ala. JHSVs are ideal for fast, intra-theater transportation of troops, military vehicles, supplies and equipment. These ships are capable of transporting 600 short tons 1,200 nm at an average speed of 35 knots with berthing space for up to 104 personnel and airline-style seating for up to 312.

JHSVs have a 20,000 sq. ft. open mission deck and a flight deck to support day and night launch and recovery operations, providing U.S. forces added mobility and flexibility. They can operate in a variety of roles to include supporting overseas contingency operations, conducting humanitarian assistance and disaster relief, supporting special operations forces and supporting emerging joint sea-basing concepts.

Upon delivery to the U.S. Navy's Military Sealift Command, Trenton will be designated as a United States Naval ship, and will have a core crew of 22 civilian mariners with military mission personnel embarking as necessary.

"This ship represents the hard-working men and women of New Jersey and the importance of the American cities along the Delaware River. It represents American shipyard, factory, and assembly line workers who have been the backbone of the Arsenal of Democracy since President Franklin Roosevelt coined the phrase more than seven decades ago. It represents the American spirit of hard work, patriotism and perseverance," said Mabus. "The USNS Trenton will carry these values and this spirit around the world. It is tailor-made for our 21st century operations and maritime security missions, from the wide expanses of the Pacific to the littorals of Africa."

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U.S. and Canadian Coast Guard Commence Operation Coal Shovel

By: WorkBoat Staff



The crew of Coast Card cutter Neah Bay, homeported in Cleveland, works to keep the CSL Laurentien moving during an escort in eastern Lake Erie March 27, 2014. The crew experienced plate ice as thick as 3 ft and ice ridges as tall as 8 ft. (Photo courtesy of CSL Laurentien)

DETROIT - The U.S. and Canadian Coast Guards have commenced Operation Coal Shovel seasonal domestic ice breaking operations in the southern part of Lake Huron, Lake St. Clair, the St. Clair and Detroit River systems, Lake Erie and Lake Ontario, starting Thursday.

The U.S. and Canadian Coast Guard icebreakers work together to prevent ice jams in these vital economic waterways as conditions worsen throughout the winter.

Ice jams can create a disruption to the flow of maritime commerce, so the icebreakers work diligently to flush ice down the river to facilitate transportation of vital winter cargoes. U.S. and Canadian crew members coordinate, conduct and track maintenance, provide vessel assistance and conduct flushing operations to minimize the potential for residential flooding. The mission of Operation Coal Shovel is to quickly reopen the Great Lakes maritime transportation system for the movement of commercial vessels that may become beset in the ice.

The winter of 2013-2014 presented some of the harshest ice conditions ever recorded in the Great Lakes. At one point during March 2014, 92.5 percent of the Great Lakes were covered by ice; this was the highest percentage of ice coverage seen since 1979. Operation Coal Shovel started in December 2013 and lasted for a total of 128 days.

The U.S. and Canadian Coast Guard played a vital role in allowing the movement of vital iron ore, coal, salt, limestone, oil derivatives, cement and other cargoes during those historic ice conditions.

As Operation Coal Shovel begins, the U.S. and Canadian Coast Guard will continue to monitor potential hazardous ice conditions and conduct ice-breaking operations throughout the Great Lakes.

Important Events

Associated Wire Rope Fabricators Spring 2015 General Meeting

April 12 - 15, 2015

Hyatt Regency
Indian Wells, CA

www.awrf.org

Web Sling and Tie Down 2015 Annual Meeting

May 5 - 7, 2015

Marriott Pinnacle Downtown
Vancouver, BC Canada

www.wstda.com

OCEANS 2014 MTS/IEEE

May 18 - 21, 2015

Genova, Italy

www.oceans15mtsieee.genova.org

Cordage Institute Joint Conference with EUROCORD

May 31 - June 3, 2015

Loews Atlanta Hotel
Atlanta, GA

www.cordageinstitute.com/new/events.asp

International Workboat Show

December 1 - 3, 2015

Morial Convention Center
New Orleans, Louisiana

www.workboatshow.com

ropecordNEWS

Editor: Dave Richards, Technical Director

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