



ropecordNEWS

THE CORDAGE INSTITUTE

Dedicated to the Advancement of Rope and Cordage Products

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Cordage Institute Joint Conference with EUROCORD

This year, the Cordage Institute will be traveling to Dublin, Ireland for the 2013 Joint Conference with EUROCORD on June 2-4, 2013. The Joint Conference will offer excellent opportunities to interact and network with both Cordage Institute and EUROCORD members, to make useful contacts, and to help develop a strong relationship between the two organizations.



Registration for the event is now open and a meeting notice is available. We look forward to seeing you in Dublin!

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Towboat Miss Stacy Rescued from Piscataqua Current

WorkBoat Staff, Workboat.com

Seacoastonline.com has some great coverage of a near disaster which took place in Portsmouth, NH, February of 2012, when the Seaward Marine towboat, Miss Stacy, got caught up in the strong Piscataqua River current and became lodged beneath the Memorial Bridge as it assisted in dismantling operations.

According to reporter Charles McMahon, "Assistant Portsmouth Fire Chief Steve Achilles said the tugboat was moving a barge beneath the bridge when it got turned around by the current and became lodged underneath the span."



The Miss Stacy began taking on water and was near capsizing, before the Moran Towing tug, Eugenia Moran, was able to free the Miss Stacy from the rapid current and bring her to safety at the Isles of Shoals Steamship Co., a popular local cruise ship operator.

The entire incident lasted about an hour.

Luckily for us, a video crew was on site taking HD video for a piece on the restoration of the World War I memorial that is part of the Memorial Bridge and was able to turn cameras on the Miss Stacy and the rescue effort.

The Eugenia Moran is one of four tugboats that Moran operates in the Portsmouth area. It is a single-screw 2,875-hp vessel. The Miss Stacy is reportedly owned and operated by Seaward Marine, and Seacoastonline.com quotes president Michael Trautman as saying the two crewmembers and the boat would be fine.

Also responding to the scene was the Portsmouth fireboat Fire Boat 1 (aka Sagamore). The Firestorm-30 model was built by MetalCraft Marine and was delivered in 2006. It is 33 foot 5 inches in length, powered by two 380-hp Cummins diesel engines, and capable of more than 1,500 gpm.

In another interesting aside, New Hampshire Republican congressman Rank Guinta was aboard the Eugenia Moran when it was forced into rescue operations. According to reporter Joey Cresta, Rep. Guinta was getting a look at Port of New Hampshire operations and their impact on the economy after having participated in a Coast Guard award ceremony earlier in the day, when the Miss Stacy got into trouble.

"Guinta, R-NH, said he was talking with Capt. Chris Holt about the dangers of the Piscataqua River current when Coast Guard calls came over the radio regarding a tugboat taking on water after getting stuck under the bridge," Cresta reports.

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Low Water Mississippi: USACE Outlines Action Plans

Press Release, Seadiscovery.com

The U.S. Army Corps of Engineers Mississippi Valley Division Commander discusses Corps' plans with state & local representatives.

The U.S. Army Corps of Engineers Mississippi Valley Division Commander Maj. Gen. John Peabody and St. Louis District Commander Col. Chris Hall met with state and local representatives in Alton, IL, to discuss current and future actions the Corps will take to maintain a safe and reliable navigation channel during low water.

The meeting, which was led by Sen. Dick Durbin (D-IL), was also attended by Capt. Byron Black, U.S. Coast Guard commander of the Upper Mississippi River Sector, Rep. Jerry Costello (D-IL), Rep. John Shimkus (R-IL), Lt. Gov. Sheila Simon (D-IL), and river industry representatives.

"We've been preparing for this since early summer, which means continuous collaboration with our partners the U.S. Coast Guard and the navigation industry to help provide a safe and reliable channel on the greatest, navigable watershed in the world," Peabody said.

Peabody explained the removal of 890 cubic yards of limestone that began this week near Thebes, IL, is just one phase of the action the Corps is taking to improve the navigation channel for the river industry. With the removal of the rock, Peabody said, the Corps expects that restrictions on barges will not be necessary at this time.

"We remain cautiously optimistic that if we do have any interruptions, it will be short in duration as we continue to maintain a safe and reliable navigation channel," Peabody said.

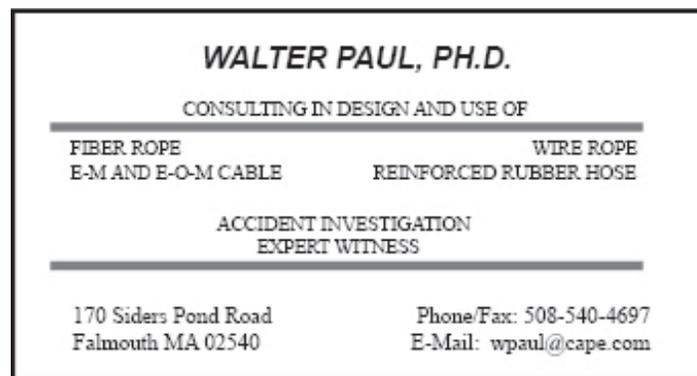
The Corps also began increasing releases from Carlyle Lake on December 15 to help provide the depth necessary for river commerce to pass Thebes before the rocks can be removed. The full extent of the releases was expected to reach Thebes by December 24. This will provide an additional six inches of depth in this critical reach of the river. Releases will continue if needed until the river level increases through precipitation, or until Carlyle Lake reaches its winter pool elevation. With the additional release schedule, Carlyle Lake was expected to reach its winter pool level in January.

Peabody said the Corps is also looking at the possibility of additional releases from other reservoirs, if that becomes necessary.

During the meeting, Hall explained the dredging actions the Corps is undertaking and plans to continue through the low water. "The Dredge Potter has dredged more than 6 million cubic yards of material on the Upper and Lower Mississippi since it began operations in June."

"We will continue dredging problem areas, conducting channel patrols and surveys to keep commerce safely moving on the Middle Mississippi," Hall said.

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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*.

RICK NYE ROPE GUY, LLC

Technical Member

Tully, New York

Contact: Rick Nye, President

Phone: 315-729-3891

Email: ricknyeropeguy@gmail.com

RICK NYE ROPE GUY, LLC can help manufacturers with techniques to facilitate improved strength conversion efficiencies from HM fiber to finished product. Rick Nye Rope Guy LLC also assists consumers in finding optimum solutions to specific problems involving ropes and cables.

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OceanGate Uncovers WWII Era Aircraft off Coast of Florida

Ocean E-News

OceanGate Inc., a global provider of deep-sea manned submersible solutions, announced on Tuesday, November 27, 2012, the discovery of a World War II-era Grumman F6F Hellcat plane off the coast of Miami Beach. The plane was discovered during one of an ongoing series of dives in which OceanGate has been using its Teledyne BlueView high-frequency sonar and high-definition photo and video equipment to gather data pertaining to the artificial reefs in Miami-Dade County waters.

Recognizing the potential historical and military significance of the find, OceanGate contacted officials at both the Smithsonian Institution and the U.S. Navy, who identified the wreck as a Grumman F6F Hellcat fighter aircraft.

"The discovery of this artifact is significant because it helps us reflect on and learn more about our country's heritage, but also because it highlights the key role that direct observation plays in undersea exploration," said Stockton Rush, co-founder and CEO of OceanGate. "Our sonar technology and ability to observe the undersea environment first-hand ultimately led to the discovery of this plane." OceanGate's deep-sea manned submersible solutions offer a unique platform for direct underwater exploration.



Equipped with high frequency 2D and 3D sonar equipment, as well as a multitude of data collection capabilities, OceanGate's Antipodes submersible, which enabled the discovery, allows a team of up to five people to collaborate at depth and gather high-quality underwater imagery. "We were thrilled to be a part of this expedition," said visiting explorer Chris Welsh, co-founder of Virgin Oceanic, who was part of the crew on the first dive. "Nothing translates to others the excitement of a find like the direct viewing of a wreck first-hand, which shows the value manned submersibles can bring to many research communities."

Findings from initial surface-sonar side scans, provided by NOAA, displayed a 33-meter (100-foot) long target, which led the OceanGate team to assume it was a sunken vessel. However, during the initial dive to the site on June 29, 2012, the sonar technology on OceanGate's Antipodes submersible produced the first-ever, close-range, underwater scans of the 28 foot long, distinctive Grumman F6F Hellcat, at a depth of more than 240 feet.

Since the first dive, the OceanGate team has returned for additional observation and data collection on eight missions including a recent long-duration dive of eight hours.

OceanGate will donate its collection of photographs, videos, and technical scans of the Hellcat to the Naval History & Heritage Command in Washington, D.C., as a way to mark the Veterans Day holiday. The files will be used in the preservation of this federally protected site and in possible future research on the plane.

"Sunken US Navy ships and aircraft are protected from unauthorized disturbance under the Sunken Military Craft Act," said Dr. Robert Neyland, head of the Naval History & Heritage Command's Underwater Archaeology Branch. "It is important to preserve and document Navy and Marine Corps wreck sites as an outstanding part of our nation's heritage. It is critical to remember that many of these wreck sites are also graves. NHHC, with more than 17,000 ship

and aircraft wrecks lost worldwide, welcomes cooperation and partnership with responsible private companies like OceanGate to assist us with our mission.”

During World War II, the Grumman Hellcat was flown by both the U.S. Navy and Marine Corps and was a mainstay of the air war in the Pacific. The state of Florida was an active training center for military fighter pilots during World War II, and records from the Naval History & Heritage Command indicate that 79 Hellcats were lost off of Florida’s Atlantic coast between 1943 and 1952, with only eight of these losses occurring after 1945. Not all of these losses involved fatalities, as the Command has documentation of many successful water landings and bailouts.

“In the course of its production run, 12,275 Hellcats were delivered to the Navy,” added Bob Rasmussen, director of the National Naval Aviation Museum in Pensacola, FL. “During peak production one each hour, 24 hours per day, rolled off the Grumman line. Of these, only a handful exist today and the discovery of one more, even under 240 feet of Atlantic Ocean, is important to Naval Aviation History.”

For more information on the Naval History & Heritage Command, please visit www.history.navy.mil, or the National Naval Aviation Museum at <http://www.navalaviationmuseum.org>.

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Shipwreck Company Announces Internet Documentary Series

Seadiscovery.com

Maine-based shipwreck recovery company Sub Sea Research announced its latest venture, a documentary series entitled, The Port Nicholson Experience. The Port Nicholson, a wreck off the coast of Massachusetts that is said to be carrying around \$3 billion in platinum and gold, is Sub Sea Research's current target.

The series will focus on the crew's journey as they work to recover the cargo. The company plans to show this documentary in installments on their satellite site Shiprex.net.

Shiprex.net currently serves as a blog for Sub Sea Research crew to archive their history and share their adventures with readers. Since June of 2012, writers Ashley Brooks and Cindy Hart have been recording their own stories and compiling those of others who work for the company.

Brooks, who is company founder Greg Brooks' daughter, says, "It's compelling. There are countless stories we could tell about shipwrecks and what it's like to work in that field. We started the site so that people all over the world could share these experiences alongside the crew, from their own homes."

The company believes The Port Nicholson Experience will only enhance the vision of Shiprex.net. The series, produced by Brooks and cinematographer Charlie Widdis, will tell the unique story of Sub Sea Research's rise to the top of the shipwreck recovery industry and will detail the trials and tribulations of the crew members as they take on their most difficult and profitable wreck yet. While countless hours of footage have been logged by outside companies, Sub Sea Research aims to tell their own story through the project, which will be constructed entirely by their own employees.

"We have an advantage here in that we can tell the story exactly as it unfolds," Brooks comments. "The video series will stay as true to our mission as possible. Our crew has worked tirelessly for years, and we want to memorialize their journey. Many people have expressed doubt and skepticism about the project, and many still have expressed interest in coming along with us on the salvage mission. This project will serve as a continued reminder of our goal, and will help sate the curiosity of those people at home."

The video series launched in January, alongside the continuing blogging project.

For more information and to see an episode of The Port Nicholson Experience, visit www.shiprex.net. For more information about Sub Sea Research, please visit www.subsearesearch.com.

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Coast Guard Officer Killed in Law Enforcement Operation

WorkBoat Staff, Workboat.com

Two Mexican nationals held and charged

Coast Guard Chief Petty Officer Terrell Horne, a Boatswain Mate onboard the Coast Guard Cutter Halibut, died early in the morning of December 2nd, from injuries sustained during law enforcement operations near Santa Cruz Island, CA.



According to the Coast Guard's description of the incident, the Halibut was investigating a panga-type vessel, a 30 foot long open-bowed fishing vessel, suspected of illicit activities. The cutter deployed its small boat, which made an approach on the suspect vessel. When the Coast Guard small boat approached with its blue law-enforcement light energized, the panga maneuvered at a high rate of speed directly towards the Coast Guard small boat and struck it before fleeing the scene.

Two Coast Guard members were thrown from the boat into the water, and both members were immediately recovered by the Coast Guard small boat.

Chief Horne had sustained a traumatic head injury when struck by a propeller, and the other had minor injuries.

According to a UPI report, after ramming the small boat and killing Horne, the panga boat fled and was tailed by Coast Guard aircraft before it was intercepted about 20 miles north of the U.S.-Mexico border. Jose Meija-Leyva, who told investigators he was the panga boat's captain, and Manuel Beltran-Higuera were detained and charged with killing an officer of the United States while the officer was engaged in his official duties.

"We are deeply saddened by the loss of our shipmate," said Coast Guard commandant Adm. Robert J. Papp.

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USN: Unmanned Surface Vehicle Shoots Missiles

Seadiscovery.com

During three days of testing at Naval Air Systems Command's Patuxent River Test Range in Maryland, from October 22-24, 2012, a Naval Sea Systems Command (NAVSEA) Warfare Center team, including personnel from the Naval Undersea Warfare Center (NUWC) Newport, remotely fired missiles from an unmanned surface vehicle (USV), a US Navy first.

Demonstration of the Precision Engagement Module (PEM) involved firing six of a long-range variant of the Spike missile, a 30 pound anti-armor missile with an effective range of about 2.5 miles.

The USV weapon system consisted of a fully automated, dual-pod missile launcher with an MK 49 Remote Operated Small Arms Mount (ROSAM) mounting system. With the USV's navigation and weapon systems operated remotely from shore, it successfully targeted a floating platform more than two miles away.

Integration of the PEM into the USV was accomplished with cooperation from NUWC Division Newport, RI; Naval Surface Warfare Center (NSWC) Division Crane, IN; and NSWC Division Dahlgren, VA.

While data reduction and analysis is ongoing, the demonstration proved the PEM system was stable and fast enough to lock on a target in a multi-target environment. The PEM, which aims, fires, and updates the missile in flight, is operated by shore-based personnel in a remote control center, who use onboard sensors to control the boat and obtain and destroy targets. During the demonstration, the team, consisting of NUWC, NSWC, and contractor personnel, engaged stationary and moving targets out to 2.17 miles.

The Spike missile uses electro-optic and infrared sensors to identify and lock onto the target. The fiber-optic tether is ultra-thin and is spooled up and uncoils automatically during flight. This allows the operator to view updated targeting information to the missile while it is in flight and to confirm the missile is tracking the intended target up to the moment of impact.

The Chief of Naval Operations (CNO) (OPNAV N951) and Naval Special Warfare (SEALS) Program Office sponsored the USV PEM project to explore a cost effective international solution to asymmetric terrorist threats in a maritime environment. The USV PEM project is a response to recent world events involving swarms of small attack craft, as well as threat assessments outlined in recent studies conducted by the Naval Warfare Development Command. Prior to the USV PEM team's successful test events, the Navy did not have a USV capable of firing a weapon.

The USV PEM project is a continuation of work which began in 2009 by NUWC Newport and NSWC Crane under the Defense Against Terrorist Tactics (DATT) Coalition Warfare Program. DATT provided a technology demonstration, which integrated a two-axis stabilized ROSAM, a missile module, and a Spike training missile onto a USV. DATT evaluated the ability to integrate the systems and test their effectiveness in an operational environment. The results from a November 2011 test conducted on Narragansett Bay showed conclusively that stabilization of a ROSAM was sufficient to allow the Spike missile to lock onto targets in a variety of situations.

NAVSEA has been integrating 7 meter and 11 meter rigid hull, inflatable boats for the past decade at NUWC Newport, which has successfully integrated several USV capabilities in a variety of domains. Some of these include:

- Anti-Submarine Warfare (ASW): the AN/AQS-22 Airborne Low-Frequency SONAR and the AN/AQS-18(V) Helicopter Long Range Active SONAR
- Mine warfare (MIW): AN/AQS-24A Airborne Minehunting System
- Force Protection: Defense Against Terrorist Tactics (DATT) and Precision Engagement Module (PEM)
- Non-Traditional: Maritime Radiological Stand-off Detection and Identification
- Oceanographic Research: side scan sonar bottom mapping and bathymetry
- Non-lethal Deterrence: Medium Range Acoustic Device
- Intelligence, Surveillance, and Reconnaissance

The USV PEM project capitalized on unmanned systems as one of the Secretary of the Navy's top four priorities and has an added benefit in that it demonstrated an alternative missile solution for the US Navy, which is also a top CNO concern. It will be years and many more tests before the Navy decides if and when to purchase a fleet of PEM integrated USVs.

The increase in attention and effort for water-borne technological advancements coincides with the drawing down of US military resources and a strategic refocusing to problem regions where unconventional maritime threats must be accounted for. Without endangering sailors or Coast Guardsmen, the USV PEM could protect the US coastline by offering protection from pirates who typically operate small, fast boats around their targets.

The demonstration punctuates the effectiveness of swarm attacks against both military resupply ships and naval vessels. The technology demonstrated in this project can provide a capability to combat terrorists who use small low-cost vehicles as weapons platforms.

NUWC Division Newport is one of two divisions of the Naval Undersea Warfare Center. NUWC Division Newport's mission is to provide research, development, test and evaluation, engineering, and fleet support for submarines, autonomous underwater systems, undersea offensive and defensive weapons systems, and countermeasures. NUWC's other division is located in Keyport, WA.

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Kirby to Buy Penn Maritime for \$300 Million

By: Dale K. DuPont, Workboat.com

Kirby Corp. is acquiring Penn Maritime Inc. in a \$295 million deal that includes a fleet of modern ATBs on the East and Gulf coasts and complements Kirby's roster of inland tank barge customers. The cash and stock transaction closed late November 2012.

Stamford, CT based Penn, operates 18 heated, double-hulled tank barges, with a capacity of 1.9 million bbls. with an average age of 13 years, and 16 tugs that move refinery feedstocks, asphalt, and crude oil. Penn Maritime is the largest coastal transporter of heated asphalt products.

Penn's utilization is in the mid 80% range with annual revenue of about \$122 million, Kirby officials told analysts Wednesday. The acquisition adds product diversity to the coastal operations of Kirby, the nation's largest domestic tank barge operator. The two companies serve many of the same oil companies and refiners.

"We believe the transaction is very attractive for Kirby," Jefferies analyst Douglas Mavrinc said in a note titled, "Kirby Strikes Again." The price makes sense "as we believe the US Jones Act coastal business is in a cyclical recovery due to a combination of improving demand driven in part by domestic crude oil movements and fleet retirements which is improving utilization levels closer to the mid 80% range that is needed to generate pricing power."

Kirby CEO Joe Pyne, said Penn "was a healthy company financially. It was prudently run. They could have continued to grow."

This is the second deal in the last few months that expands Kirby's coastal business. In September, Kirby announced the \$116 million cash purchase of Allied Transportation Co. with its fleet of 10 coastwise tank barges with a liquid capacity of 680,000 bbls., three offshore dry-bulk barges with a capacity of 48,000 dwt, and seven tugs.



Penn acquisition discussions began about a year ago, and Pyne gave assurances that Penn's fleet is in good shape. "The level of due diligence was significantly more than we were allowed in the K-Sea acquisition, so we don't anticipate any surprises," he said. The K-Sea Transportation Partners fleet was in worse shape than anticipated in the \$600 million deal last year and cost Kirby money for maintenance and repairs as well as lost revenue days.

Pyne also warned about the "challenging" low-water levels on the Mississippi and Illinois rivers because of the drought, and raised the specter of impassable conditions this winter.

He estimated the light loading and other temporary solutions, as well as disruptions from Hurricane Sandy on the East Coast, could hurt earnings by 4-5 cents in the fourth quarter.

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Five Things I Learned at the WorkBoat Show, 2012

By: Sam Pfeifle, Workboat.com

It would have taken weeks to see and hear everything of value at the International WorkBoat Show this year. It was mammoth, bigger than ever, and nearly impossible to wholly consume. But, I will take a swing at offering five things that got the gears turning this year:

1. This industry needs skilled workers, badly: I know people talk about this all the time, and maybe the topic is boring, but when a guy like keynote speaker John Dane, CEO of TY Offshore, says he would hire 50 welders tomorrow if only he could find them, that is saying something. All election season we heard about job creation. Well, they have been created, but apparently no one wants a \$60,000-a-year job in the shipbuilding industry. Imagine that.

Further, I heard often that our education system is doing our kids a disservice by implying that a college education is the only suitable outcome for a kid entering the school system. Hogwash. Sure, they need training beyond high school, but the liberal arts are not for everyone. Get those kids a mask and a torch.

2. Alternative power is coming: Sure, there was a fair amount of grumbling when Michael Mandelbaum told the Executive Summit audience that global warming was real and that fossil fuel use simply must be curtailed, but I did not hear a whole lot of argument. From an electric outboard from Torqeedo, to a new announcement by Rolls-Royce and Robert Allan that they are focusing on LNG-powered tug designs, the days of diesel may not be coming to an end, but the high times may have passed. What are you doing to make sure you are ready for the alternative fuels of the future?

3. So, they have these sandwiches in New Orleans that have french fries actually in them: When I ordered a "french-fried po' boy," I also asked for a side of fries. I have not had a waiter laugh in my face in a while.

4. High technology is coming to the workboat world: From Flir's and Raytheon's thermal cameras, to L-3 Communications' new detection abilities, to Transas' 3D simulation programs, to a host of other technological wizardry, I saw some cool stuff on the WorkBoat Show floor. Sure, most of it is not cheap and you will have to train your captains and crew to use it correctly, but if you are not taking advantage of the latest in technological advances, you are going to be left behind at some point. Remember when you did not need a smart phone?

5. The smart operators are paying attention to crew creature comfort: Remember that need for skilled workers? Well, how do you make sure your crew does not high-tail it to another operator? You make sure they have all the comforts of home. From satellite TV and phones, to high-speed Internet and exercise equipment on board, all of the forward-thinking operators are making sure their crews are healthy and happy as they depart on those two-week voyages out to the deepwater drilling operations or on a linehaul towboat.

Top-down managing just is not going to work moving forward. As skilled and savvy crews become more valuable, they are going to want to feel more a part of the operation, or they will take their skills elsewhere and let you find someone else to handle that anchor. The Gulf and the industry are ramping up and you are going to need good and happy people if you want to take advantage of it.

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Important Events

Associated Wire Rope Fabricators Spring 2013 General Meeting

April 28 - May 1, 2013

Omni Ft. Worth

Ft. Worth, TX

www.awrf.org

Web Sling and Tie Down 2013 Annual Meeting

May 7 - 9, 2013

The Meritage Resort and Spa

Napa, CA

www.wstda.com

Cordage Institute Joint Conference with EUROCORD

June 2 - 4, 2013

The Burlington Hotel

Dublin, Ireland

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

OCEANS 2013 MTS/IEEE

June 10 - 13, 2013

Grieg Hall

Bergen, Norway

www.oceans13mtsieeebergen.org

International Workboat Show

October 9 - 11, 2013

Morial Convention Center

New Orleans, LA

www.workboatshow.com

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ropecordNEWS

Editor: Dave Richards, Technical Director

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