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Slingmakers

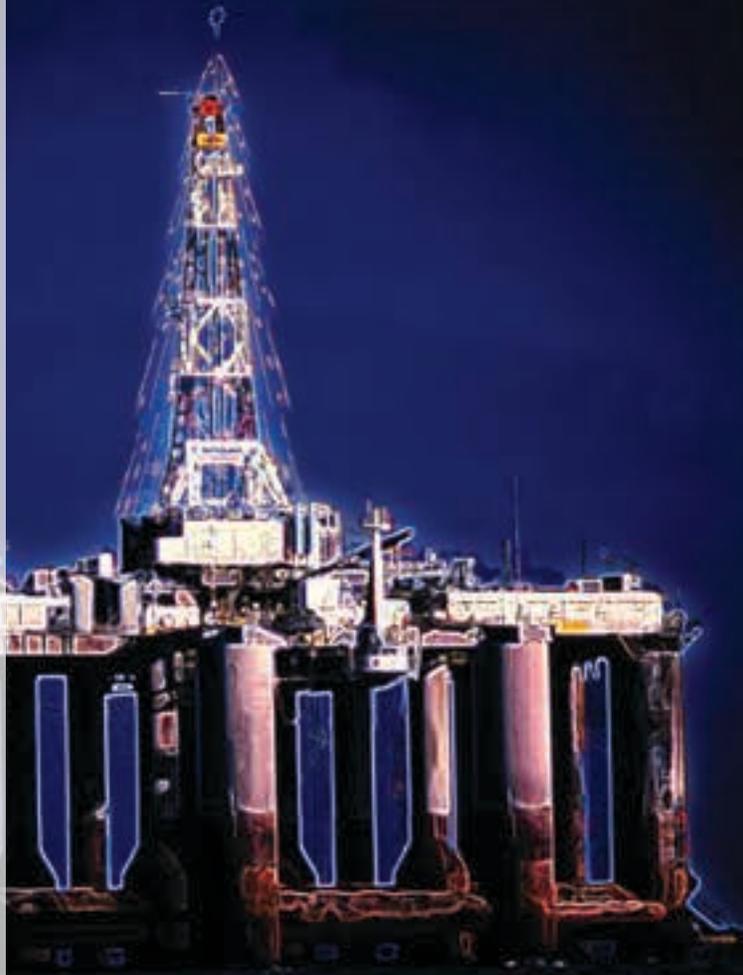
Holiday Issue 139

2013

Warm greetings and
best wishes for
your Holiday and
the New Year!

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AWRF President Says...

Hollywood Spotlight

Over 400 members attended our Los Angeles meeting, on the edge of Hollywood. The stars of the meeting were our own members. In case you were not there, here are the highlights:

Jim Craig, gold medal goalie of the US 1980 hockey team and author of **Gold Metal Strategies, Business Lessons from America's Miracle Team**, gave a great motivational speech on "Teamwork and Embracing Change" for our own industry. Jim told stories of the strategy for the 1980 team that upset the Russians on their way to a gold medal. It was a very positive and entertaining message, and a great way to kick off the Monday morning business meeting.

Dennis St. Germain Sr., a former past president of our association, was honored for his success of 50 years in business at I & I Sling and for his industry changing product developments. Beverly Rubik's famous quote, "You can recognize a pioneer by the arrows in his back", must have been from the same Philadelphia neighborhood describing Dennis. I believe he is our industry's Steve Jobs. He created a new lightweight high performance sling to lift heavy loads that is our industry standard. He was one of the first proponents of rigger training and developed the Slingmax distributor network that is the envy of the industry.

Anne Renfroe gave an emotional farewell speech in announcing that J. C. Renfroe and Sons will become an employee owned company as part of the Caldwell Group. Anne is a past president of our organization and has been the source of many of the valued ideas of the board of directors for the last 14 years. She created the first member survey and is a wonderful evaluator of talent on the board. She has not missed a board of directors' meeting during that time, and she has kept your board of directors on task.

Gary O'Rourke of Strider Resource attended his 60th consecutive meeting of the association. Gary was our first Canadian president and the father of the highly successful PIE - Product Information Exhibition. Gary has introduced many new technologies to our industry and continues to guide the association through his many positive contributions at your board meetings.

Congratulations to all the present and past employees of the Crosby Group who were purchased by KKR in a \$1 billion dollar transaction on Wall Street. This is a new threshold in our industry and a tribute to the company for creating the "Crosby Brand". In their sales pitch to potential buyers, they highlighted their differentiating channel strategy as their alignment with "Valued Added Fabricators". Interestingly enough, they are talking about the companies that make up the fabric of AWRF like yours and mine.

It is now time to pass the baton on to our new president, Scott St. Germain. He will be the leader of a very effective hard working board of directors. It is these members who make it happen. Thank you to each member for your positive contributions. It has been an honor to serve as your president and I look forward to seeing you at the next meeting where we will all create more industry highlights.



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AWRF CALENDAR

2014

- January 22-25 AWRF Tech and Board Meetings
Scottsdale, AZ
- April 27 - 30 AWRF General Meeting
Marriott Waterfront
Baltimore, MD
- July 18-19 AWRF Board Meeting
Omni Hotel at Independence Park
Philadelphia, PA
- October 26 - 29 AWRF General Meeting & P.I.E.
Hyatt Regency St. Louis
at the Arch, St. Louis, MO

2015

- April 12-15 AWRF General Meeting
Hyatt Regency
Indian Wells, CA
- October 18-21 AWRF General Meeting
Marriott at the Brooklyn Bridge, NY

2016

- April 17-20 AWRF General Meeting and P.I.E.
Hyatt Regency New Orleans, LA

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AWRF General Meeting
April 27-30, 2014

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the Crosby group

Wire Rope Cable Plays a Role in Update of Historic Transportation Link

by Peter Hildebrandt

As with other engineering marvels the world now simply accepts the Panama Canal as something that's always been there, perhaps as cell phones, texting and the old school internet are regarded today, easy to take for granted. But just as when air travel in the United States came to an abrupt halt for a week in September, 2001, if for any reason the water link between the worlds' largest and second largest oceans closed, world commerce could easily become problematic.

With its construction being perhaps one of the most essential engineering achievements in history, the Panama Canal is vital to global commerce. In 2011, the canal handled some 14,600 transits by commercial cargo and container ships, passenger ships, military vessels, and petroleum tankers. Each ship paid a toll based on its size and type of cargo; 2012 saw the canal move more than 300 million tons of cargo and pumped just over \$1 billion into the Panamanian government. Nearly 80 km (50 mi) long, the canal created gigantic structures during its original construction and one of the largest man-made channels ever constructed. Despite its enormous numbers, the Panama Canal is now too small.

To keep up with growing ship sizes and demand on this man-made body of water as it nears its century mark, the Panama Canal is

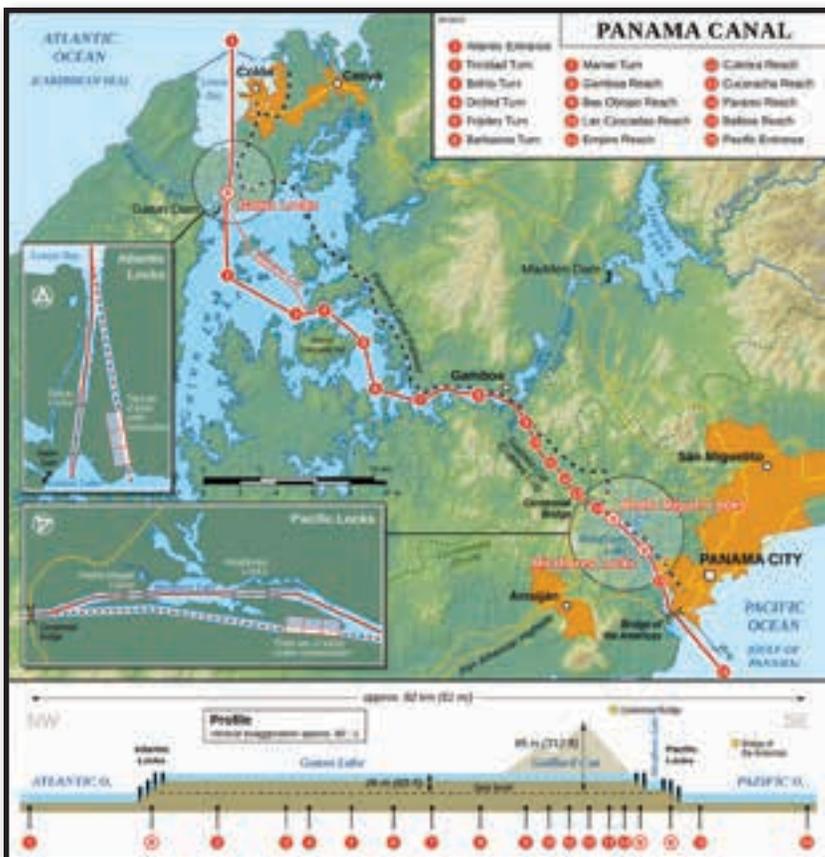
receiving a major upgrade and enlargement for at least the next hundred years. This is in fact one of the biggest construction projects presently under way on earth. This project involves a big budget, high expectations - and a lot of risk. There will be a balancing act of watching out for the existing infrastructure while simultaneously adding critical improvements and updates, all while keeping world shipping going.

The trouble has come from a combination of worldwide economic growth and continued advances in shipbuilding technologies. Since the canal opened in 1914, an international standard called "Panamax" has continued to define the dimensions of ships safely able to transit the canal. Panamax was ascertained by the size of the canal's lock chambers: Ships intended to transit the canal needed to conform to the Panamax standard.

Today, Panamax ships are straining to compete with much larger, post-Panamax ships. The larger ships, which can carry roughly twice the cargo of ships built to the old standard, provide much higher efficiency in terms of cost per unit of cargo moved. As a result, shippers are eager to put their cargoes onto the post-Panamax vessels. These ships are too big to use the Panama Canal, so they must seek other routes, including the Suez Canal. However, the Suez has no locks and already handles post-Panamax ships. Additional competition comes from the U.S. intermodal transport system, which can bypass Panama by using trucks and railroads to move cargo arriving on post-Panamax ships at East and West Coast ports.

These competitive issues must be addressed by the Panama Canal Authority (ACP), an autonomous, state-owned agency charged with the safe and profitable operation of the canal. ACP was formed in 1997 and took full control of the canal when ownership was handed from the United States to Panama in 1999. In order to stay able to compete in the face of the technological and economical demands, the ACP has long realized the canal needs to deal with more traffic and larger vessels. To do so, it has implemented some long-term projects that will increase the canal's cargo-moving capacities.

The Panama Canal is an inventive assemblage of locks, dams, and diggings providing a way between the Pacific Ocean and the Caribbean Sea.



Attribution: Thomas Römer/OpenStreetMap data



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Ships coming from the Pacific travel into the Miraflores and Pedro Miguel locks, where they are raised 26 m (85 ft.) above sea level. The ships then sail through the Gaillard (or Culebra) Cut and into Gatun Lake, an artificial waterway created when the canal was first constructed. Finally, the Gatun Locks lower the ships back to sea level, and they complete their traverse. Each of the existing locks consists of two adjacent chambers (essentially traffic lanes) that handle shipping traffic in both directions. The trip takes some 10 hours; but vessels can also spend up to 15 hours or more simply waiting to enter the canal.

In 2001, work was completed on a 10-year project to enlarge the Gaillard Cut. The project, which widened and straightened the channel from its former one-way traffic, enabled two Panamax vessels to transit the channel in opposite directions at the same time. While the Gaillard expansion delivered significant improvements to the canal, it could not solve the disadvantages imposed by the now-undersized locks. To enable the canal to handle the post-Panamax ships and increasing traffic load, ACP proposed a \$5.25-billion project to expand the canal and double its capacity.

Known as “The Third Set of Locks Project,” the expansion consisted of five major ventures. These included deepening and widening the Atlantic and Pacific entrances, installing a third lane of locks (supplementing the existing two sets or lanes) to raise and lower ships transiting between the Atlantic and Pacific oceans, and to handle post-Panamax ships.

Work would be performed to improve existing channels and create a new channel to provide access from the new Pacific locks to the Gaillard Cut. Deepening, widening and straightening

existing navigation channels, as well as further improvements to the passage through the Gaillard Cut was included on the list of upgrades. Such changes necessitated the raising of the elevation of Gatun Lake, which is created by dams on the Atlantic side of the channel. The maximum operational level of the lake will in turn increase 0.45 m (1.5 ft.), and the navigation channels will be dredged to increase their depth by 1.2 m (4 ft.) to support post-Panamax vessels.

The new locks and their channels will form a navigation system that will be integrated into the existing waterway. Panamanian citizens approved the proposal in a 2006 referendum, and construction began almost immediately.

Two new three-step lock facilities will be constructed. One, near the Gatun Locks on the Atlantic side, will supplement the existing Gatun Locks and handle post-Panamax ships. On the Pacific side, new locks will allow ships to bypass the Miraflores and Pedro Miguel Locks and enter the Gaillard Cut via a new channel. Each of the new locks is 427 m (1,400 ft.) long and 55 m (180 ft.) wide.

They are deeper than the existing locks and can support Supermax tankers as well as the giant cargo ships. The new locks use a design taken from existing locks in Belgium, where a gravity-feed system of water-recirculation basins reduces the amount of water needed to raise a ship.

The project contract requires that normal canal operations continue without disruption. During construction, temporary structures and cofferdams are used to keep water out of the construction areas. The new locks and channels will also require extensive excavation and earthwork, and many areas call for constant

monitoring to protect workers and equipment from slides or failures on the steep, muddy slopes.

The Crosby Group will be part of the solution of some of these issues with the new locks. This international firm has a product specified in the Panama Canal Enlargement project; these are McKissick Roll-Forged® Sheaves for the New Pacific and Atlantic Lock Complexes. Through an authorized Distributor, Crosby will be supplying several 64.37 inch – 1635 millimeter diameter, roll-forged sheaves for a project concerning the Panama Canal Enlargement, also known as “The Third Set of Locks Project” and commissioned by the Panama Canal Authority.

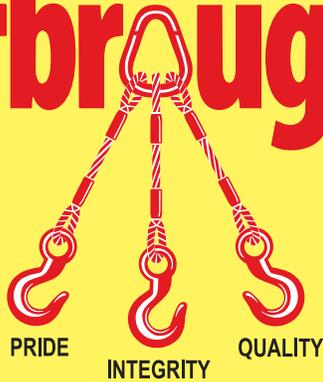
This project involves the equipping of six chambers in the lock assembly with two horizontal sliding gates, each gate powered by electric winches capable of opening the lock in three to four minutes. Within these sliding gates 226 of Crosby’s sheaves, 64.37 inches/ 1635 millimeters in diameter and with a 1.81 inch – 46 mm wireline will be utilized.

The McKissick Roll-Forged sheaves due to their being lightweight, strong and wear-resistant. The roll-forging process makes that possible. Sheaves produced under this roll-forged method tend to be more economical because less welding and machining is involved compared to customary methods. These sheaves can be made lighter because the rolling process incorporates upsetting the sheave.

The upsetting operation allows material to be gathered where needed, in order to support the rope, as opposed to starting with a thicker blank. These sheaves are manufactured out of different materials in order to meet demanding requirements such as Charpy Impact Testing and rigorous hardness requirements in the groove.

Continued on page 72

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Information Resources Sub Committee



The AWRF Technical Committee's Information Resources Sub Committee (IRSC) provides timely information to members of the AWRF. The work of this sub committee will be valuable to those interested in technical matters, industry standards, recommended practices and guidelines, as well as professional training. The IRSC collects, organizes, and publishes relative information on organizations, associations, and standards writing bodies involved with the lifting, rigging and load securement industry.

This information includes the purpose, activities, organizational structure and contact information for each group, including the names of key people, their respective positions and affiliations. The information will broaden to include standing committees, their members and affiliations. The focus is on the technical aspects of each group and their respective publications, standards, and activities such as exhibitions, training programs and seminars.

The IRSC database makes reference to sources for rated load tables of various types of slings in light of ASME B30.9 removing the tables. This database has been added to the AWRF's website in the Member's Only section. The IRSC continues to input information and update the growing database. It is a living document and will expand with input from related sources.

The current membership of the Information Resources Sub Committee includes:

- Chair: Timothy O'Rourke** – AWRF Technical Committee
- Alternate: Eric Parkerson** – Certified Slings & Supply
- Mr. Ron Raymond** – AWRF Technical Committee
- Mr. Geoff Holden** – Chief Executive of LEEA
- Mr. Jeff Gilbert** – Chief Executive of AWRF, ACRP, CCAA
- Mr. Donald Sayenga** – Chief Executive of NACM
- Mrs. Mary Brett** – AWRF Vice President, Board of Directors & Technical Committee
- Mr. Bob Jasany** – Technical Coordinator of WSTDA
- Mr. John Dodd** – Secretary of OIPEEC
- Mr. Patrick Hughes** – ASME B30.9 & B30.10
- Mr. Brian Todd** – ASTM A01.27, ASME B30.9 & B30.26, NACM, AWRF Technical Committee

The AWRF membership is encouraged to visit the site frequently and explore the database. User names and passwords for the 'members only' section can be obtained from AWRF headquarters.

The committee is open to questions, comments and suggestions.

Most Sincerely,
Timothy R. O'Rourke



Tim O'Rourke
tim@strider-resource.com
www.strider-resource.com



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THE GOVERNMENT AFFAIRS COMMITTEE

By: J. Barry Epperson,
General Counsel and
Chairman of the Government
Affairs Committee



How AWRF Interacts with Government

*For their protection and preservation,
Association members must be represented at all levels of government.*

MISSION

The First Session of the 113th Congress witnessed very little pro-business legislation, notwithstanding the international economic meltdown, global bailouts, stimulus packages, asset acquisitions and bankruptcies. Packages which passed the House of Representatives generally bogged down in the Senate while the glitches in Obamacare proliferated. Executive initiatives from the Administration can hardly be classified as incentive driven. In short, it has been politics as usual in spite of the sequestration and debt ceiling debacle. During 2013, the Government Affairs Committee (GAC) has adjusted its own agenda accordingly in terms of monitoring, information gathering, reporting and lobbying. Meanwhile, AWRF has continued to fine tune its intrinsic priorities in light of worldwide economics, while insuring that the current agenda for the lifting, rigging and load securement industry remains sufficiently flexible to adapt to a legislative and administrative environment that promises a more friendly legislative calendar. Unlike the Bush Administration which remained committed to business friendly initiatives such as tort reform and tax relief, the current divided Congress has produced only stalemates, complicated

by a regulatory explosion emanating from various government agencies, such as EPA and OSHA. For the present, fixing the economy should eclipse any other congressional program in light of the slow growth rate and spiraling deficits. Philosophies differ on the best approach and business leaders find themselves looking back to the great crash of 1929 for guidance. Currently, with the exception of the languishing job market, there are vacillating signs of global economic recovery. Only the U.S. House of Representatives offers hope to business and commerce. The Senate majority remains aligned with the White House. According to Dr. Martin Regalia, Chief Economist for the U.S. Chamber of Commerce, we should all recognize that expanded economic growth would be inevitably followed by an expansion in the jobs market. It seems that there are those in high places who are unfamiliar with this concept.

STRATEGY

Notwithstanding lingering legislative and administrative obstacles, within all feasible parameters of opportunity in 2014, the GAC will continue to pursue regulatory, judicial and legislative reforms of significance to AWRF members. While the Committee's strategic plan addresses issues at the

state, federal and international levels, specific tactics will once again selectively target issues relevant to the lifting, rigging and load securement industry. These

initiatives are listed below under the heading "Agenda". Where circumstances call for collective influence, the GAC will continue to participate in coalitions, joining representatives from other organizations with similar objectives. There is no doubt that the elevated membership status which AWRF enjoys at the U.S. Chamber of Commerce has resulted in an enhancement to the Association's influence on Capitol Hill. Although the proposed annual GAC budget for 2014 will provide the necessary latitude to maintain current sources of information while at the same time developing new contacts, pursuing issues and lobbying where necessary, this amount nevertheless constitutes a minimum allowance to accomplish the Association's objectives. Circumscribing all these strategic objectives is the universal goal of economic resuscitation.

GOALS

By participation in the political process, AWRF will continue to maintain its own oversight initiative with respect to regulations and laws affecting its status as a non-profit corporation. Antitrust regulations adopted by government agencies in North America and the E.U., as well as applicable federal and state judicial decisions, will continue to be focal points of review. Where opportunities for action present themselves, the GAC will react accordingly. Tort and product liability reform at all levels of government will be given the highest priority. State court decisions and state legislative actions (often in conflict) are where bench, bar and the public take sides on the battleground. It is on this terrain that plaintiffs' lawyers compete against business interests. Accordingly,



the GAC must continue to concentrate on these objectives through membership in various non-profit associations and coalitions as well as via its own state networking system. Of course, the international interests of our members are always a part of our strategic agenda, with ever-increasing antitrust exposure crossing over national boundaries to accommodate the realities of international enforcement among civilized countries. Of highest priority is the subject of swager guarding. As OSHA seeks to lump pneumatic and hydraulic machines with power presses, the GAC must react with evidence to the contrary, e.g. the AWRP swager safety program as a preferred alternative to barrier guards.

TACTICS

Efforts to expand commercial opportunities in the global economic community as a result of the trend toward internationalism, coupled with the vagaries of the U.S. dollar vis a vis other currencies, present the lifting, rigging and load securement industry with both familiar and unfamiliar obstacles in the form of international standards, practices, procedures and ethics. These entanglements have been exacerbated by the continued threat of global terrorism. EU and ISO standards can no longer be relegated to a position of secondary importance, nor can this Association ignore the effects of emerging Asian, African, and South American influences. The GAC proposes to approach this situation with broadened sensitivities to the needs of members who compete in the global marketplace. Continued emphasis upon public recognition of the Association's role as the leading spokesman for the lifting, rigging and load securement industry remains a fundamental objective of the GAC. Commercial self determination takes on even greater significance as AWRP membership expands geographically and arithmetically. In anticipation of a U.S. Congressional agenda in 2014 with continued overtones of polarization, the GAC has set its clock to respond accordingly.

AGENDA

1. PRODUCT LIABILITY REFORM

Whether there is war, peace, recession or prosperity, business owners live and work in fear of frivolous and unfounded product liability lawsuits. The problem is critical for manufacturers and fabricators who should be investing in research and development, but instead, are forced to budget excessive amounts of money for insurance and legal fees. In this litigious climate, business owners must consider liability as an aspect of every decision. Businesses can be held liable for injuries which are not in any way connected with the quality or reliability of their products. Proposed legislation would insure a uniform system with fewer opportunities for abuse. In 2005, class-action reform legislation became the law of the land. Attacking the current lawsuit abuse mania on a piecemeal basis continues to be a more acceptable solution than sweeping remedial legislation. A hostile Senate will not help, but sixty votes are still needed in there to control the issues. In the 114th Congress, it is doubtful that this supermajority will be less elusive. The GAC will join with other business-related groups to meet these formidable obstacles.

2. ECONOMIC STIMULUS, SPENDING AND TAX RELIEF

For at least part of 2014, AWRP members may expect questionable lines of credit and job market challenges, while simultaneously undergoing increasing government interference in the shop and in the marketplace. Governments around the world are reacting with "stimulus" measures in spite of considerable disagreement among professional and amateur economists alike. Are we to have more government spending and/or tax incentives? The solutions adopted will undoubtedly have a significant impact upon the lifting, rigging and load securement industry. Accordingly, AWRP must rely on its government relations arm to exercise the appropriate influence in the U.S. Congress and elsewhere to meet these enormous challenges with reason and

without jeopardy to the industry. On a positive note, worldwide economies and securities markets are improving. This balance of negatives and positives may be indicative of a cautious recovery. Yet, it remains to be seen whether America's election returns portend brighter days for business in general and the rigging industry in particular.

3. ERGONOMICS

It remains to be seen how the Secretary of Labor will perceive the concept of an expanded ergonomics rule. Would such a standard be voluntary or mandatory? If the standard is to be fair to workers and employers alike, the latter must have the flexibility in determining the most cost-effective methods of identifying and treating employees with work related cumulative trauma disorder (CTDs). The business community must insist upon scientifically generated cause and effect relationships. By adopting a rule requiring the treatment of any possible CTD, a false standard of cause would be established in tort actions. Moreover, by mandating that employers use unproven technologies and practices (there is no consensus in the medical community) the incidence of CTDs is likely to increase and OSHA inspectors will be inclined to issue erroneous, subjective citations. The GAC must continue its vigil to insure that any new standard is voluntary. Acceptance must be driven with such good ideas that employers will logically adopt them and, of course, any new rule must apply to the particular industry for which it has been generated. A "one size fits all" programmatic approach should be out of the question.

4. HEALTH CARE

New legislation passed by the 112th Congress has become a major challenge for AWRP businesses with respect to securing affordable health insurance programs for themselves and their workers. AWRP members now face a more socialized approach to national coverage accompanied by mandates which are constitutionally questionable. As medical costs skyrocket out of all proportion, the GAC proposes to focus on opportunities which would allow

Continued on page 67

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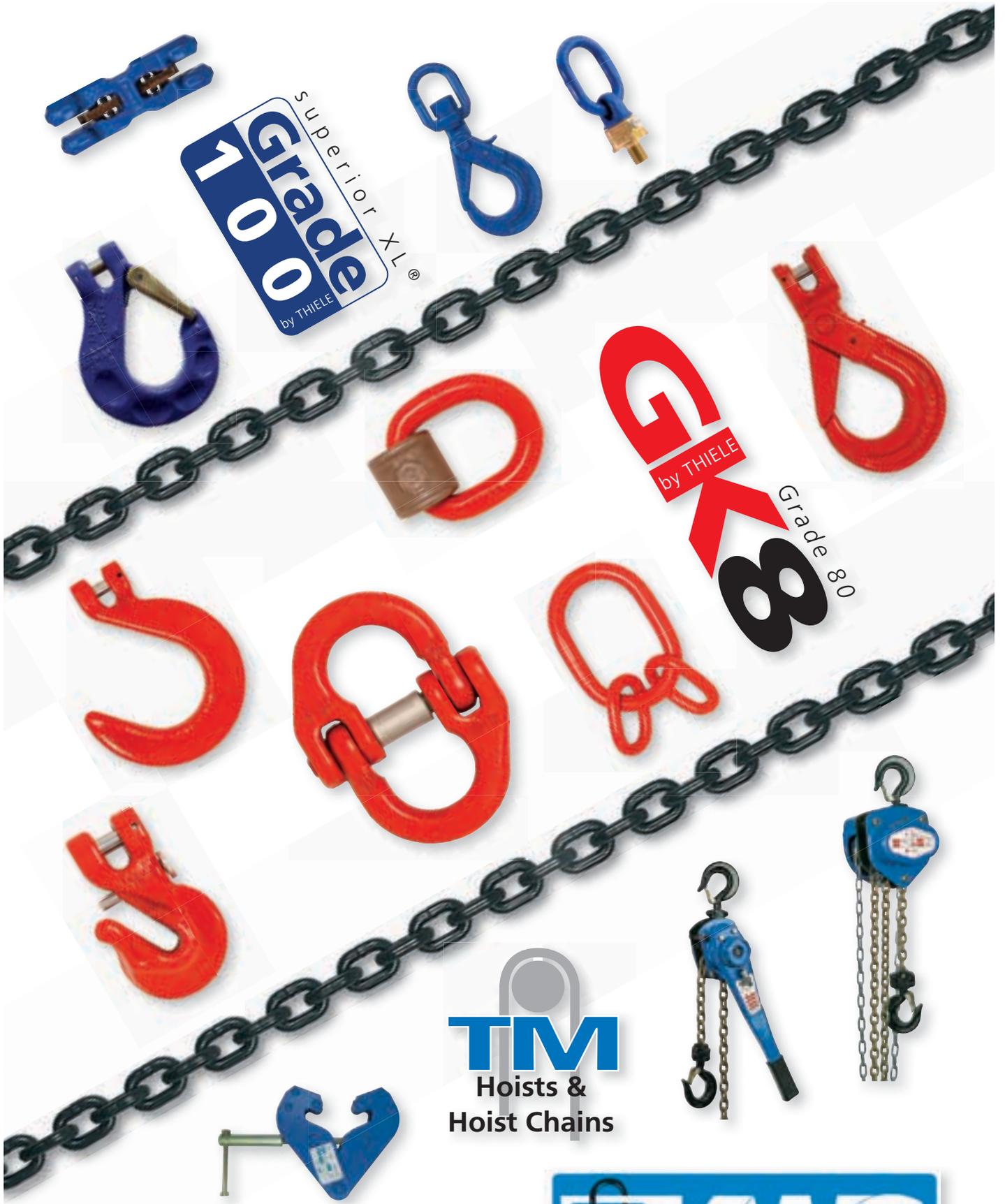
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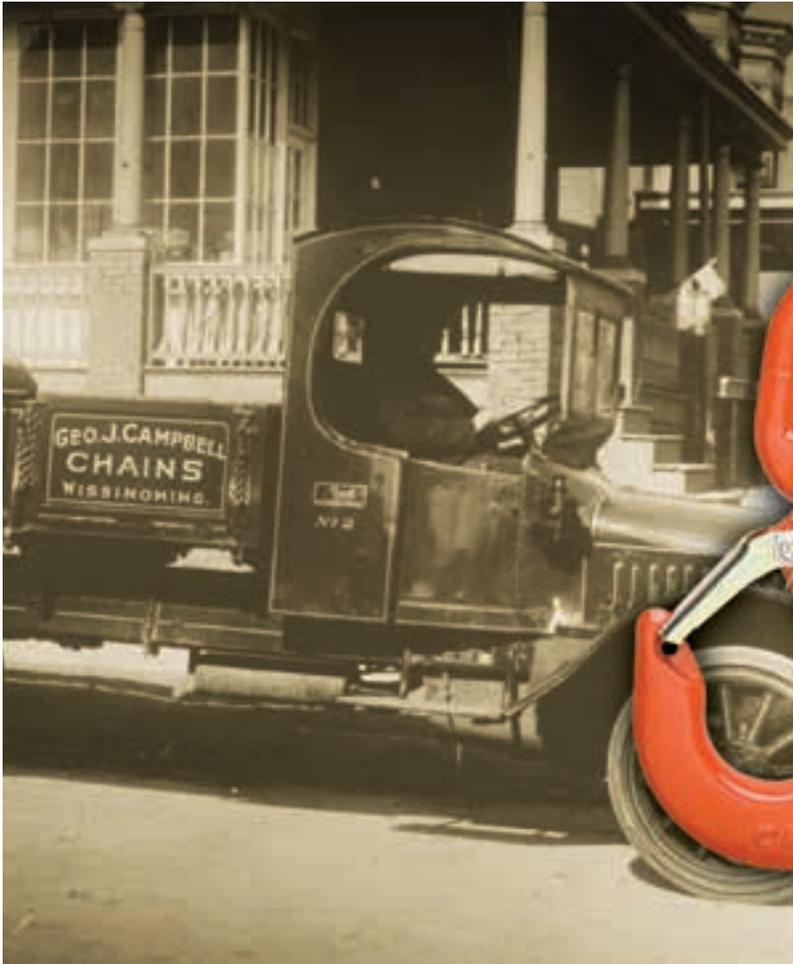
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Press Release

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Loos & Company Completes Wire Mill Upgrades



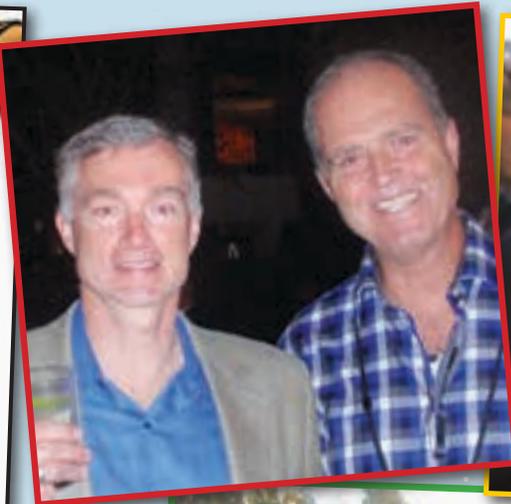
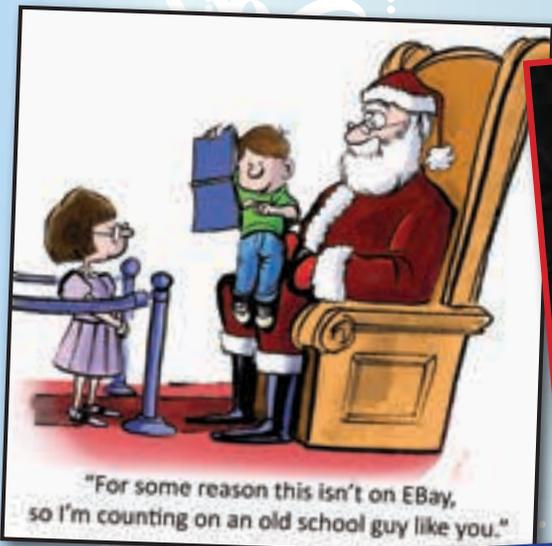
Loos and Company has completed upgrades to its wire manufacturing operation with the installation of a third new, in-line, ultrasonic wire cleaner. The new equipment adds 24 additional lines of capacity

to complete a wire mill expansion project which began in the spring of this year. "We're very excited to have the additional capacity," according to Wire Mill general manager Joe Stagon "We've been able to both improve product quality, increase output, and continue to support our expanding customer base".

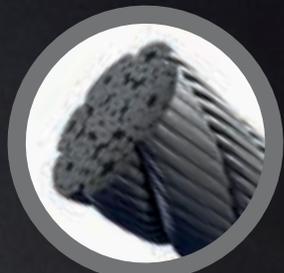
The additional capacity marks a continuance of planned upgrades that Loos & Company is making to its equipment and facilities. Following on the recent expansions of its medical wire drawing operation and wire mesh knitting capacity, the cleaning line upgrade will provide more throughput of upstream wire products

into the company's specialized product manufacturing divisions. "We have seen an increase in business across our entire product line over the last few months", says Wire Mill Sales Manager Mike Fredrickson, "and our new equipment has allowed us to keep up with customer demands, in both quantity and quality".

Loos is planning to make additional investments before the end of the year, focusing on the expansion of specialty wire drawing and coiling capacity for products destined for resource recovery and energy production. To learn more about Loos & Company's recent investments and our wire product lines, please visit www.loosco.com, or contact Patrick Bagshaw via email pbagshaw@loosco.com.



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Written by Florida Hospital and submitted by Nicole Parkerson

How Are You Living To A Healthy 100?

Happy Healthy 100 Holidays from Florida Hospital! We hope you've enjoyed the Healthy 100 articles this year and you have found the information beneficial in creating a healthy lifestyle. In the last issue of Slingmakers, we talked about the Healthy 100 principles of **Trust** and **Interpersonal Relationships** and the important role that each of these principles plays in whole person health.

The final two principles that we will explore are **Outlook** and **Nutrition**. We all know that having a positive mental outlook and your general attitude toward life can either cripple you or help you succeed. As Oprah has been quoted to say "If you want your life to be more rewarding, you have to change the way you think." Outlook is a powerful, invisible force influencing your body's health and healing. Research shows that people with a negative outlook that perpetually see the glass "half empty" are more often prone to isolation, worry and depression. When you're depressed, certain hormones in your brain are depleted, creating a chain of biochemical events that end up slowing the activity of the whole immune system. This in turn makes you more included to sickness and even earlier death. On the flip side, optimists, or people who tend to see the glass "half full" have mastered coping mechanisms that allows them to better weather stress and difficulty.

Outlook is also your ability to stay "mentally fit." Unfortunately, research shows that we Americans are as out of shape mentally as we are physically. Depression is a critical health care problem in our nation. Almost 20 million American adults in a given year have a depressive disorder, and as many as one in every eight Americans will experience an episode of depression requiring treatment in their lifetime. Prescription drug sales for anxiety and depression are at an all-time high. So how do you manage stress in your life and stay mentally fit? The most fitting strategy to improve optimism and mental fitness is to simplify and clarify your purpose in life. Once you identify what's really important, you can let go of standards of living and demands that don't fit into your mission for life. When you clarify your priorities, everyone wins – you, your family, and your workplace. Another strategy for mental fitness is to de-clutter your life and your environment. In other words, simplify your life. Savor and appreciate what you have now rather than working harder to have



more. Joy is most often found in appreciation for what we already have, not wanting what we don't have.

Another strategy is to schedule time just for you. Developing the practice of solitude can restore your ability to think clearly, be creative, and maintain emotional calm. Find time in your calendar to do something that allows you to be quiet but alive such as yoga, reading, journaling, painting, meditation or just sitting quietly and focusing on your breathing. One of the simplest forms of stress management is deep belly breathing. When we get stress or worried, one of the physical symptoms is shorter, shallow breaths. This actually **adds** to feelings of anxiety. Learning deep belly breathing techniques helps to balance your nervous system, calm you down, and make you feel more peaceful and relaxed. The authors of *Stress Free for Good*, Dr. Fred Luskin and Dr. Kenneth Pelletier give the following steps to learn the best technique:

1. Inhale and imagine that your belly is a big balloon that you're slowly filling with air.
2. Place your hands on your belly while you slowly inhale.
3. Watch your hands as they rise with your in-breath.
4. Watch your hands fall as you slowly breathe out, letting the air out of the balloon.
5. Exhale, making sure your belly stays relaxed.
6. Take at least two or three more slow and deep breaths, making sure to keep your attention on the rise and fall of your belly.

You know the old saying, "Laughter is the best medicine." Well, it's true! There's nothing better than a good laugh to bring a smile to your spirit. The release of

Continued on page 65



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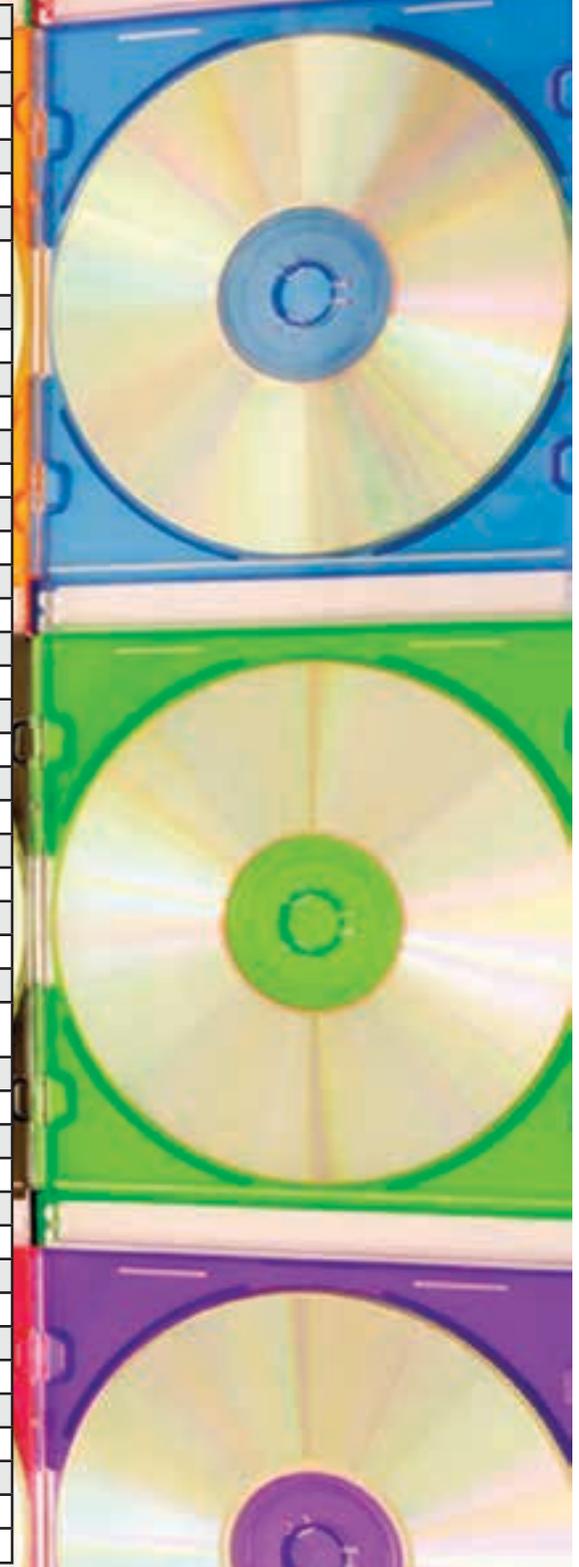
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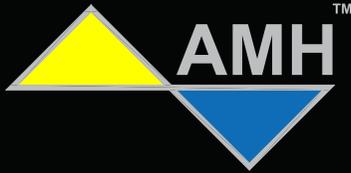
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Houston Wire & Cable Company Names Jason Fetter President Of Southwest Wire Rope

HOUSTON, TEXAS (September 30, 2013) – Houston Wire & Cable Company (NASDAQ: HWCC) announces the promotion of Jason Fetter to Division President of Southwest Wire Rope.

Jim Pokluda, President & CEO of HWCC says “Fetter’s passion for working in the rigging industry is unequalled, and we are extremely proud to have this level of talent lead the SWWR organization. A fourth generation wire industry veteran with roots beginning at his family’s company, Muncy Industries, Jason is a great fit for this role”.



Holding a B.A. in Law & Society from American University, an MBA from Penn State, and a Juris Doctorate from Penn State Dickinson Law School, Fetter joined Southwest Wire Rope in 2012 and most recently served the company as its

Vice President and General Manager. Jason loves the industry and says “Our industry has enabled mankind’s legacies from the pyramids of our past to the bridges of our present, and I am extremely excited to be a part of that progression.”

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Sling Partners Looking Good

By Peter Devine

Yarborough



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In thirty-two years of lifting, including over 70,000 lifts on six continents, Versabar engineers have developed a complete working knowledge of the properties of wire rope, and have always insisted on products which meet or exceed industry standards when working with sling vendors.

An excellent example of the importance of wire rope slings may be found in a project which took place in 2009 at refinery construction site in Texas. Versabar was contracted to engineer and rig 33 different lifts in conjunction with this site as different modules were offloaded and installed. Sixty different spreader bars and 155 wire rope slings of varying lengths and thicknesses were employed to perform the lifts.

Typical of the complex and challenging nature of the lifts was the installation of the largest module. To protect the structural integrity of the 448-ton unit, Versabar engineers designed a rigging package which provided for eighteen vertical connection points. To do so required the use of eighteen spreader bars and 48 slings, each one custom-sized. (Slings can only be sized properly after they

have been tested under load, a standard industry practice which was pioneered by Versabar 25 years ago.)

In the large photo above, the lift package is seen eighty feet in the air as the crane swings it over an already-installed module. Working in close confines, the room for error is scant, and the reliability of the slings must be beyond question. Known for its expertise in such complex lifts, Versabar relies upon Yarbrough Cables Services of Memphis, TN. to provide slings that are up to the job.

With their state-of-the art 1,300-ton in-ground test machine, Yarbrough can not only fabricate the slings to the highest standards, but load-test them as well, enabling Versabar engineers to calculate sling lengths with the precision required to keep the load level and distribute the weight properly. Considering that the 448-ton unit featured nearly over 800 running feet of wire rope slings, there is considerable room for error if the slings are not properly manufactured and tested before being placed in the rigging system.

Another challenging feature of the project was the fact that every one of the lifts featured a multi-bar rigging system. As the accompanying renderings will testify, a considerable amount of knowledgeable engineering is required to insure level lifts in these instances. Sling lengths are dependent upon their placement in the system, which is contingent upon the length of the spreader bar to which they are

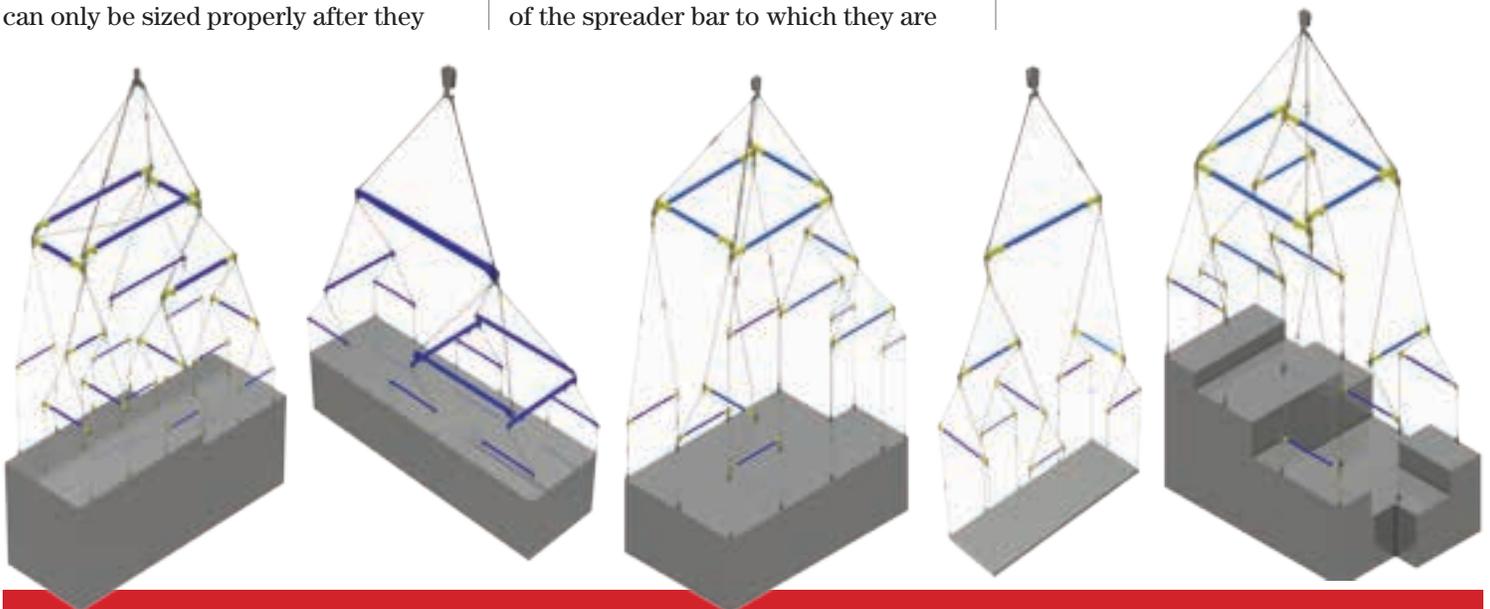
attached. An intricate ballet of forces is at work in these complex lifts, and gravity must never be permitted to gain the upper hand.

The working partnership of Versabar and Yarbrough has undoubtedly been beneficial for both companies. "Knowing that we can acquire custom-length slings of the highest caliber when we need them is the key to our being able to provide the kind of service our customers have come to expect," says Versabar's Chief Rigging Engineer Chris Steinmetz. "Yarbrough slings offer us consistent lengths and repeatable performance, and for a rigging engineer, those are the most critical features."

Dan Merrill, Yarbrough's Vice President of Operations, has been with the company since 1969 and is likewise enthusiastic about the relationship. "We began working with Versabar in 1986, and in many regards we've grown with them. We've expanded our inventory and developed products and services for all aspects of the engineered lifting and pulling industry, both onshore and offshore, including deepwater marine environments.

"Versabar performs some of the highest-profile lifts in the country, and when they look good, Yarbrough looks good," Merrill concluded.

Judging from the lifts performed during the aforementioned refinery project, both companies are looking good.



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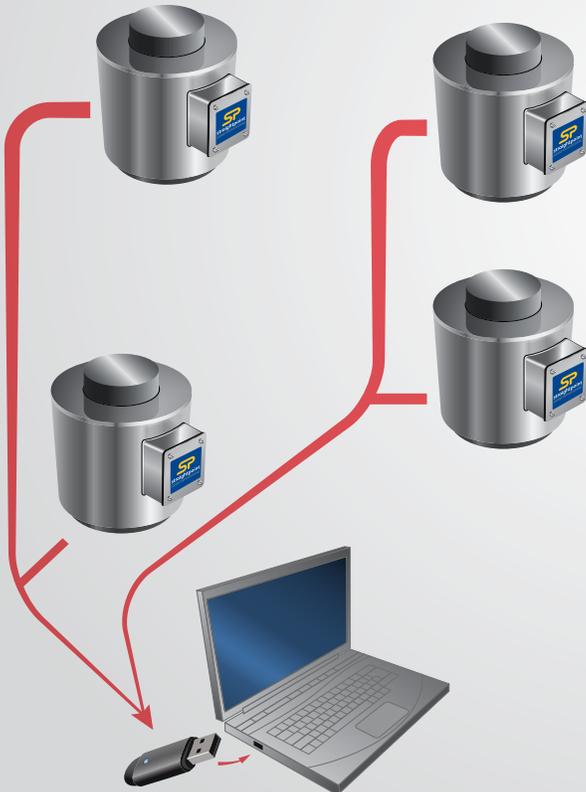


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Pictured left to Right: James Morton, Tom Morron, Mike Peters, Veronica Frias, Wesley Butler, Denise Roberts, Bob Shelp, Jarrod Coulter, Rob Evans, Davyd Reed, Tanya Boucher

Delta Rigging & Tools Groundbreaking Ceremony Signals Start of Construction on New Houston Facility

Pearland, TX (November 4, 2013) — Delta Rigging & Tools recently held a groundbreaking ceremony to celebrate the start of construction on a 27,000-square-foot multipurpose building located on 3.7 acres of land in Pasadena, Texas. Representatives from Capital Commercial Investments, Tomorrow Planning, Investment & Development Ventures, & Structura participated, along with some of the Delta Rigging & Tools’ Employees and Executives.

“Today we take an important step in providing support for our growing business with this year’s most eagerly anticipated project at Delta Rigging & Tools,” said Mitch Hausman, President and CEO for Delta Rigging & Tools, during the groundbreaking ceremony.

Plans to expand started in 2010 when Delta Rigging & Tools worked with Houston-based commercial real estate brokerage company, Mason Partners,

who introduced Delta Rigging & Tools to a commercial park developer, Capital Commercial Investments Inc. Once it was decided that Delta Rigging & Tools would lease the commercial property from Capital Commercial Investments, they looked to Tomorrow Planning Inc. to head the architectural design of the new building and Structura Inc. to oversee the construction.

The new 27,000-square-foot facility will consolidate Delta Rigging & Tools’ current Pasadena branch location and the corporate office building located in Pearland into one location. The current Pasadena branch which houses 29 employees within 10,000 square feet is mainly used as rigging production shop and sales distribution office. The new Facility will be located less than 5 miles down highway 225 from the current Pasadena Delta Rigging & Tools’ location, but will now boast a total of 22,000-square feet of rigging shop and

warehouse in addition to an expanded 5,000- square-foot corporate office space.

“We are all excited to move into our new location as it will provide more workspace to add additional production equipment, customer service personnel, covered warehouse storage, as well as extra parking

and better access for shipping and receiving,” Said Mike Peters, Vice President of Delta Rigging & Tools’ Division III.

Delta Rigging & Tools is now 18 locations strong and the addition of the new facility will allow the business to further expand to meet future customer needs. Construction on the new Delta Rigging & Tools’ facility located at 221 Beltway Green Boulevard, Pasadena, TX is expected to be completed by spring 2014.



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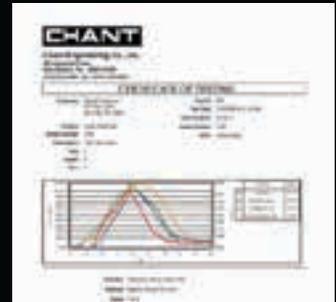
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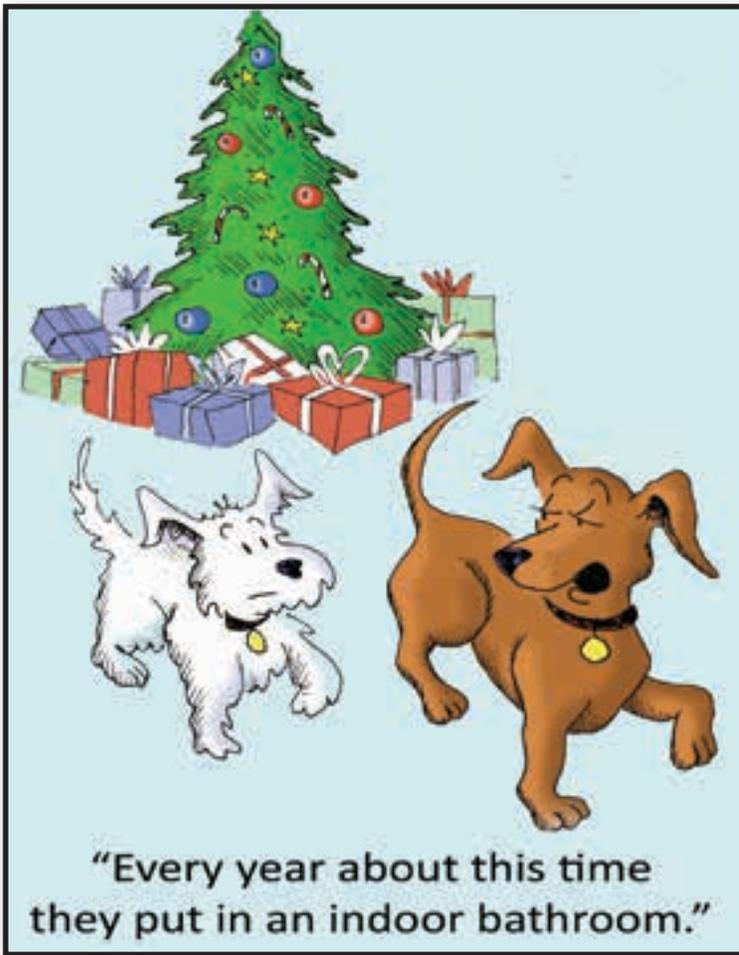
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Our committee members are currently very active assembling AWRP's next RP&G (Recommended Testing Practice and Guideline for Electric and Manual Chain Hoists). We got a great start at our first meeting, which was held on July 13th at the Mazzella Lifting Technologies Cleveland facility.

One of the results of this meeting was that we contacted the ASME organization and requested several interpretations of testing details in B30.16 and B30.21. In near record time, both ASME Committees replied to our AWRP Committee, although not the answers we were hoping for...more on that in the next progress update.

The purpose of this RP&G will be to compile and document the current "Best Practice" guideline for the proof testing of chain hoists, both manual and electric. It is intended to cover both static and dynamic test

methods whether you are using free weights or a powered hydraulic test machine. As with previous AWRP RP&G's, we plan to produce a user friendly document that will outline the best practice guidelines in written form that is accompanied with graphics that support the written word. We look forward to completing the newest AWRP RP&G by late 2014.

RP&G Committee members include:

- Tony Mazzella, Mazzella Lifting Technologies**
- Knut Buschmann, Uniropo Limited**
- Al Evangelista, Mazzella Lifting Technologies**
- Bob Burkey, Columbus McKinnon Corp.**
- Chris Hess, Harrington Hoists, Inc.**
- Phil Chant, Chant Engineering Co. Inc.**

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Doleco USA Formed as Strategic Move by Global Lifting, Lashing and Load Securement Products Manufacturer

German manufacturing powerhouse taps well-known industry veteran, Ralph Abato to lead Doleco USA and its North American expansion.

DORTMUND, Germany—Dolezych, a 78-year-old German-based manufacturer of lifting equipment, slings, ropes and load-securing technologies, announced the creation of Doleco USA, its first sales, distribution and manufacturing presence in North America. The strategic move is designed to expand the company’s business within the hemisphere and to stake a greater claim within the North American market.

Dolezych’s management also announced that it has chosen 30-year industry veteran Ralph Abato to head its Doleco USA operation. In his new role as managing director, Doleco USA, Abato will concentrate his talents and efforts on expanding the company’s presence in North America and will be responsible for all facets of its new U.S.-based manufacturing and distribution facility in Meriden, Conn.

“We see tremendous opportunities for continued growth in the North American market, in all product lines,” Udo Dolezych, president of Dolezych, said. “We’re thrilled to have

the opportunity to add this respected professional to our management team.”

Abato was the longtime vice president of sales and marketing for Ancra International and, most recently, vice president of strategic initiatives for Kinedyne Corp. The entry of a new major competitor, like Dolezych, into the North America marketplace, will significantly expand the options and choices available to load securement equipment users.

“Doleco USA’s ability to service this market with a domestic sales presence and our own onshore production facility is a key to our plan to becoming a major presence here,” Abato said. “This new position is a perfect fit for me and a unique opportunity to showcase Dolezych as a true global leader in lifting and cargo securement systems and products.”

Abato has been active in guiding industry trends and practices and is the former vice president of the Web Sling and Tie-Down Association (WSTDA) and has previously served as a member of its board of directors. The organization is widely recognized as the industry’s preeminent authority on lifting, lashing and load securement practices.

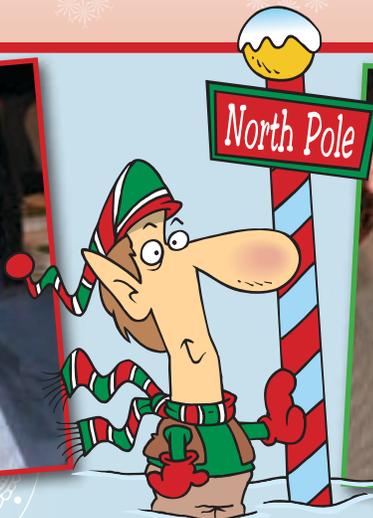
“Ralph is well respected and brings a wealth of experience and knowledge of the transportation industry and specific load securement regulations to this new enterprise,” Dolezych said. “Ralph’s long, successful track record within the cargo control business will prove to be instrumental for continued growth in this strategic market.”

The company believes that the engineering and quality of its products, its efficient manufacturing methods and worldwide sourcing will make it an able competitor in North America. With the impact of Doleco USA’s new leadership and sales and marketing thrust, the company expects to begin serving large-scale customer needs immediately.

For more information about Doleco USA, please visit: <http://www.doleco-usa.com/>

For a high-resolution image of Ralph Abato, please visit: <http://www.doleco-usa.com/?p=17636>

For high-resolution product images, please visit: <http://www.doleco-usa.com/?p=30454>





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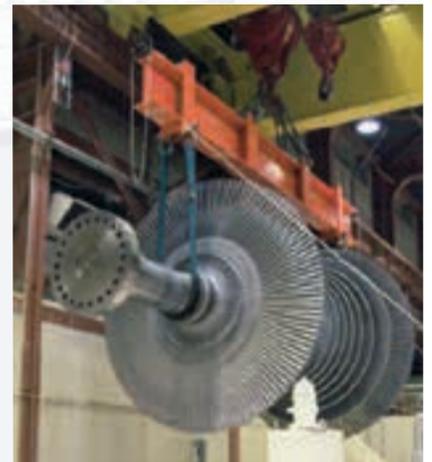
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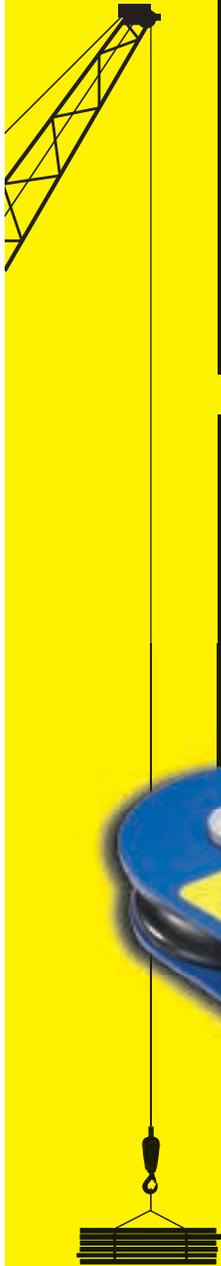
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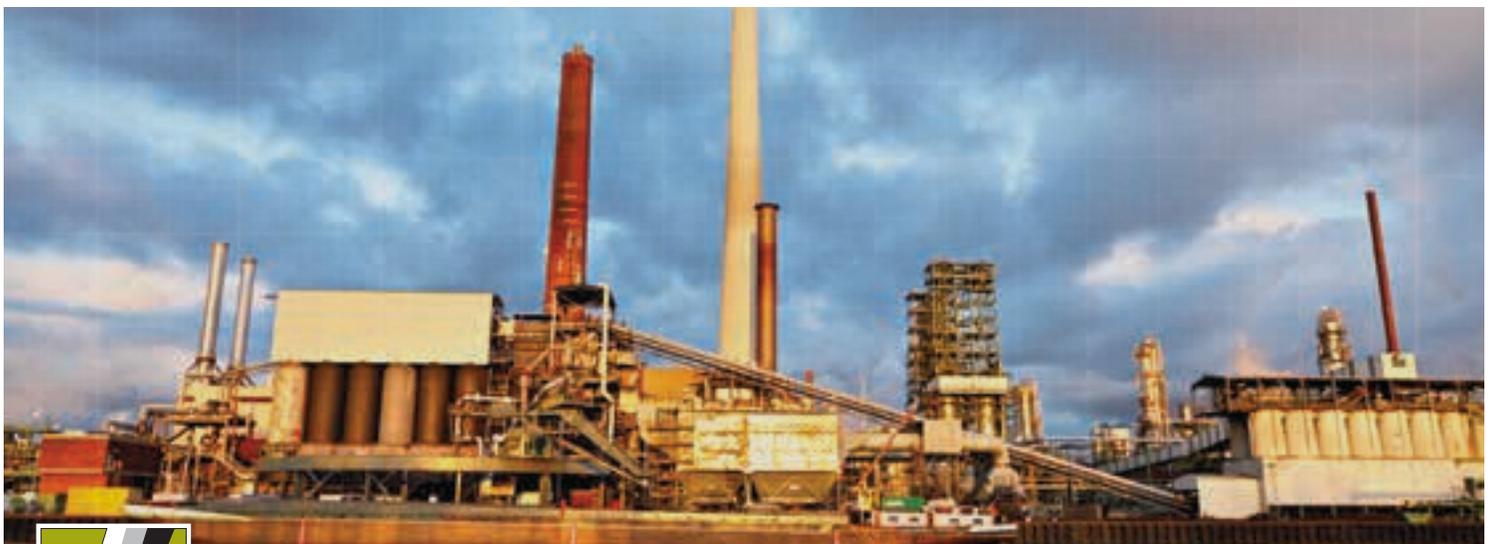
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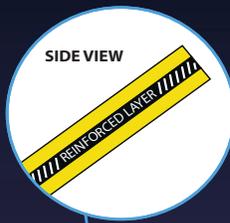
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UL Withdraws Crane Insulator Standard

Insulating Link Manufacturers Work to Complete ASTM Version

Charlton, MA, September 26, 2013: On September 5, 2013 UL ("Underwriters Laboratories") announced the withdrawal of its Standard for Crane Insulators, UL2737. No immediate reason was given for the withdrawal of UL2737. Miller Lifting Products and H.J. Hirtzer & Associates, another US-based insulating link manufacturer, had voiced concern that UL2737 was highly reflective of the unique design features of a single manufacturer's product and that it was a new standard, developed without the involvement of peer manufacturers.

Currently, an ASTM committee, including the three manufacturers who are active in the US market for crane insulators, and a number of independent experts, is in the final stage of developing a definitive test standard for Insulating Lifting Links for Load Lifting Equipment Working near Energized Power Lines. It is intended that this consensus-based ASTM standard will be applied by an OSHA-approved NRTL (Nationally Recognized Testing Laboratory) to qualify insulating links for use in compliance with recent changes to the OSHA crane safety standard concerning cranes operating near power lines. "We are hopeful that the construction industry will soon have a test standard which can be used by an NRTL to qualify these important safety devices for the benefit of workers involved in crane operations near power lines", said Paul Jankovic, president of Miller Lifting Products.

Accidental contacts with overhead power lines causing electrocution are the main cause of construction site deaths involving crane operations. Use of an insulating link is one of a number of actions employers must consider in order to comply with recently updated OSHA crane safety regulations addressing power line safety in construction.

Miller Lifting Products, founded in 1935, is a manufacturer of lifting accessories primarily for use with cranes and hoists in the construction, industrial, offshore and energy sectors and has produced insulating links for a wide range of industrial applications for over four decades. For more information see www.millerproducts.net or call 800-733-7071.



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Penske Racing Names Jergens, INC “Preferred Workholding Solutions Provider”

Cleveland, OH – November 6, 2013 – Jergens Inc. is proud to announce it has been named the Preferred Workholding Solutions Supplier of Penske Racing. Working together with Penske Racing personnel, Jergens Workholding Solutions is bringing advanced quick-change fixturing to the racing team’s machine shop operations. In the fast-paced world of NASCAR and INDYCAR racing, where Penske teams compete, speed behind the scenes is critical to success on the track. Jergens Quick-Change Fixturing provides Penske Racing the ability to accelerate production and prototyping to improve their “Speed to Track™.”

Jergens workholding components that will enable Penske Racing machining operations to create fast set-ups and quick-change fixturing include... FixturePro® 5 Axis workholding, a standard modular system that features a interchangeable components and top tooling for 5 Axis machining and the Ball Lock® Mounting System for quick change of fixtures and tooling on horizontal and vertical machining centers. Jergens also offers a complete line of compatible subplates & fixture plates, vises, 2 & 4-sided fixture columns, power clamps, pallets, chucks, indexers, the ZPS™ Zero Point System and more.

Penske Racing also named Jergens Tooling Components Division the Preferred Supplier of Kwik-Lok® quick release pins, hoist rings and lifting hardware.

Jergens Inc. has consistently led the industry in the breadth and sophistication of fully compatible workholding equipment to help organizations of all sizes realize the many benefits of lean manufacturing through set-up time reduction.

In commenting on the selection of Jergens Inc. as Penske Racing’s Preferred Workholding Solutions provider, Jack Schron, Jr., President

of Jergens Inc. stated...”Jergens Inc. is extremely proud to be selected as the ‘Preferred Workholding Solutions Provider’ by Penske Racing... widely recognized as one of the most successful and storied racing teams. Our workholding equipment will enable Penske teams to significantly quicken the pace of production and prototyping, as well as enable greater throughput and significantly expand the capabilities of their existing equipment. Penske Racing strives for excellence in every aspect of their operation as does Jergens, Inc., and we look forward to being a valued partner in many Penske Racing team successes for the foreseeable future.”

Penske Racing is one of the most successful teams in the history of professional sports. Competing in

a variety of disciplines, cars owned and prepared by Penske Racing have produced 382 major race wins, 436 pole positions and 24 National Championships, including the 2012 NASCAR Sprint Cup Series title with driver Brad Keselowski. The team has also earned a record 15 Indianapolis 500 victories in its storied history. For more information about Penske Racing, please visit www.penskeracing.com.

For more information on the complete line of Jergens workholding equipment & systems and quick release pins, hoist rings and lifting hardware, visit the company’s web site at www.jergensinc.com or contact the company at Jergens, Inc. at 15700 S. Waterloo Road, Cleveland, OH 44110-3898. Phone: 877-486-1454; Fax: 216-481-6193. E-mail info@jergensinc.com





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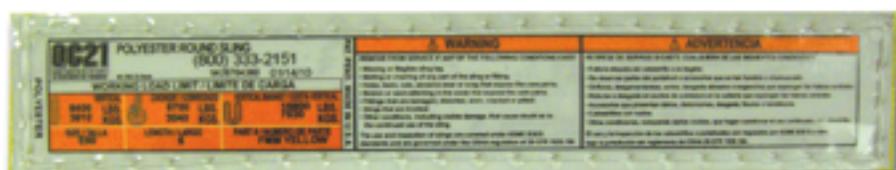
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Press Release

Newly-Developed Recommended Test Method for Sling and Tie Down Webbing Released by WSTDA

BEL AIR, Maryland (September 25, 2013) - The Web Sling & Tie Down Association (WSTDA) is pleased to announce the recent publication of its newly-developed *Strength & Elongation Recommended Test Method for Sling & Tie Down Webbing (WSTDA-TM-1)*©.

The recommended test method applies to the tensile strength and elongation test method for sling and tie down webbing, and recommends the equipment and method for testing widths up through twelve inches.

This recommended test method is modeled after Federal Test Method Standard No. 191A, Method 4108. The original federal standard was inactivated and is no longer updated or revised by the U.S. government. Other standards such as ASTM describe testing methods for tensile strength and elongation but are limited in the width and tensile strength that can be tested.

Web Sling & Tie Down Association
2105 Laurel Bush Road, Suite 201,
Bel Air, Maryland 21015-5200
(443) 640-1070 • info@wstda.com
www.wstda.com



The Web Sling & Tie Down Association (WSTDA) is a non-profit, technical association dedicated to the development and promotion of voluntary recommended standards, test methods, and associated reference materials. Members of the WSTDA include manufacturers and suppliers of synthetic web slings and tie downs, polyester roundslings, synthetic webbing, fibers, thread and related components.

For more information, contact WSTDA at (443) 640-1070 or www.wstda.com

To order a copy of the TM-1 Recommended Test Method, go to <http://www.wstda.com/products/index.cfm>

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Press Release



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Loos & Company Offers New Packaging for Safety Locking Wire



Loos & Company, a fully integrated manufacturer of wire, wire rope, and aircraft cable, is proud to announce that it has added a new, convenient package to its safety locking wire product line.

MS20995 302/304 Stainless Steel safety locking wire products are now

available on ¼ lb spools – great for a toolbox or a back pocket – in addition to the traditional 1 lb canisters and bulk spools. With a durable plastic sheath and spool, this new look wire package is both functional and easily identifiable. The new labeling includes size and grade of material; good news for people who use numerous sizes of lock wire – never again will they have to play the guessing game.

“It’s really exciting to be able to offer a new, improved safety lock wire package,” said Mike Fredrickson, Wire Sales Manager at Loos & Company. “We love the look of the new package, and

there is no doubt that customers will benefit from the ease of use.”

Loos & Company offers safety locking wire in sizes ranging from 0.015” to 0.063” in diameter, and in various alloys including Stainless 302/304, Stainless 305, Stainless 316, Monel® 400, and Inconel® 600. Loos & Company manufactures lock wire to numerous specifications, including NASM20995, MS20995, and many more.

To learn more about Loos & Company Locking Wire Products, please visit www.loosco.com, or contact Patrick Bagshaw via email pbagshaw@loosco.com.



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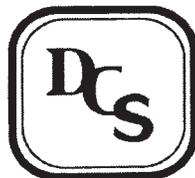
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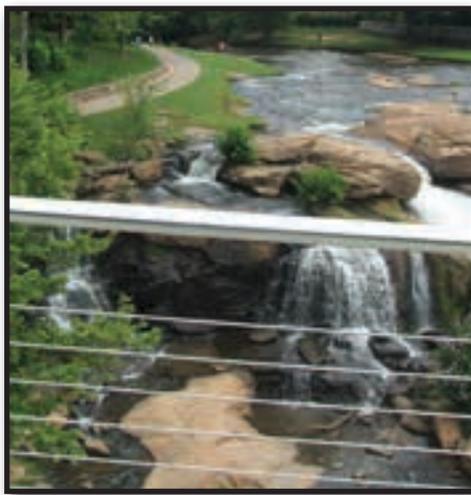


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Wire rope can do some pretty incredible things for a city. One southern city discovered that by ridding itself of an outdated, unsightly older bridge in order to both spruce up a troubled area of town and to reveal its awe-inspiring water resources - especially a stunning series of waterfalls - that its downtown could once again become a focal point. Greenville, South Carolina took the plunge and totally revamped a formerly rundown area of town, making a unique wire rope foot bridge the centerpiece of this newly-created, inviting park setting.



views of this once-hidden gem below their feet – thanks to the graceful wire rope suspension bridge spanning the ravine. The curved footbridge commanding attention has a 214 foot radius as it rises 12 feet in elevation from east to west.

It was named the Liberty Bridge because of the generous donation of the Liberty Corporation. This firm's donation to the bridge's construction was made in honor of the corporation's founder, W. Frank Hipp. In years past the beautiful waterfall was virtually hidden by the Camperdown Bridge which was a concrete bridge that had four lanes and parking on both sides. It went from Greenville's Main Street, east over the Reedy River. The falls remained in the shadow of that bridge, non-existent in the public eye.

Some controversy arose when it came to the removal of the old Camperdown Bridge, according to Paul Ellis who was park director for the City of Greenville. He explains that they had a management team and hired a construction manager

who worked for the city as well as three primary contractors; a landscape contractor, a building contractor and a bridge contractor. "We would meet every week, coordinating who needed claim time and it was a pretty tight project to work on," says Ellis. "It had very limited access. But it has really been popular."

The Greenville City Council had a traffic engineering study done to determine how much vehicular use the old Camperdown bridge received and how the bridge impacted traffic flow as cars came off of the bridge. There were some complaints from some of the merchants in the South Main Street area who thought business would dry up and that they would lose everything. "The man who runs the Army-Navy Store in the area was one of the chief defenders of the older bridge," explains Paul. "But about three years later after the new wire rope bridge was up, he said 'I was wrong about removing that old Camperdown Bridge. This is the best thing that has ever happened to my business; business couldn't be better now.' "

"Nobody anticipated what a huge success simply building a wire rope bridge in a park would be. It really looks good, but we also didn't know how popular it was going to be. The Peace Center, here in Greenville was funded by some of the most prominent families in Greenville. These same families that were behind the Peace Center wanted to do some landscaping in the park, as a lot of those wives were involved in the Carolina Foothills Garden Club; they were the original sponsor of the park back in the 1960s."

Visitors to present-day Greenville who have the time to explore Falls Park will now be treated to spectacular

The Liberty Bridge

Wire Rope Helps Enable a Rebirth of Southern City's

By Peter Hildebrandt

The same landscape architect involved with the Peace Center was hired to do the plan for the park. Andrea Mains managed those efforts after visiting Butchart Gardens, in western Canada, gardens built in an abandoned quarry. They felt that the same thing could be done in this rocky place that would become Falls Park in downtown Greenville. City Manager Aubrey Watts went to Butchart Gardens and got Mains to provide a painting of a suspension bridge with the garden surrounding it. This painting became the sales tool used for taking down the old Camperdown Bridge and building the park and the Liberty Bridge.

This happened around the same time that the city council passed the hospitality tax which was a tax on restaurant bills and other spending. That money could be used for capital improvements to help tourism. Some 13 million dollars were set aside for the park and the bridge development. That was the funding source. Then the club turned around and decided to build an endowment, raising two to three million dollars for naming rights with the Liberty Corporation donating hundreds of thousands of dollars toward the construction of the bridge; the entire cost of the bridge was five million dollars.

An Asheville, North Carolina firm, Taylor and Murphy Construction built the bridge. "This was totally new," explains Paul "There was a lot of German engineering involved and there is not another bridge like this one in the United States; there are several similarly designed

bridges in Europe, with the curved walkway and supports only on one side, making the bridge cantilevered. If the bridge wasn't curved it would flop over."

The Liberty Bridge was designed and engineered by Schlaich Bergermann und Partner of Stuttgart, Germany (SBP) in collaboration with the architect Miguel Rosales of Boston, Massachusetts. Jorg Schlaich, the former head of SBP, invented the ring cable structural form.



The committee went out for proposals and chose the plan with the two-masted cantilevered bridge; this was the plan submitted by Rosales. When everything came together it was a package deal including the bridge engineer and landscape architect who both came onboard with this proposal. The committee consisted of Greenville city staff, the mayor of Greenville, Knox White and several members of the garden club.

"The biggest challenge in the construction of the project was the limited access," explains Ellis. "It was difficult to get the cranes

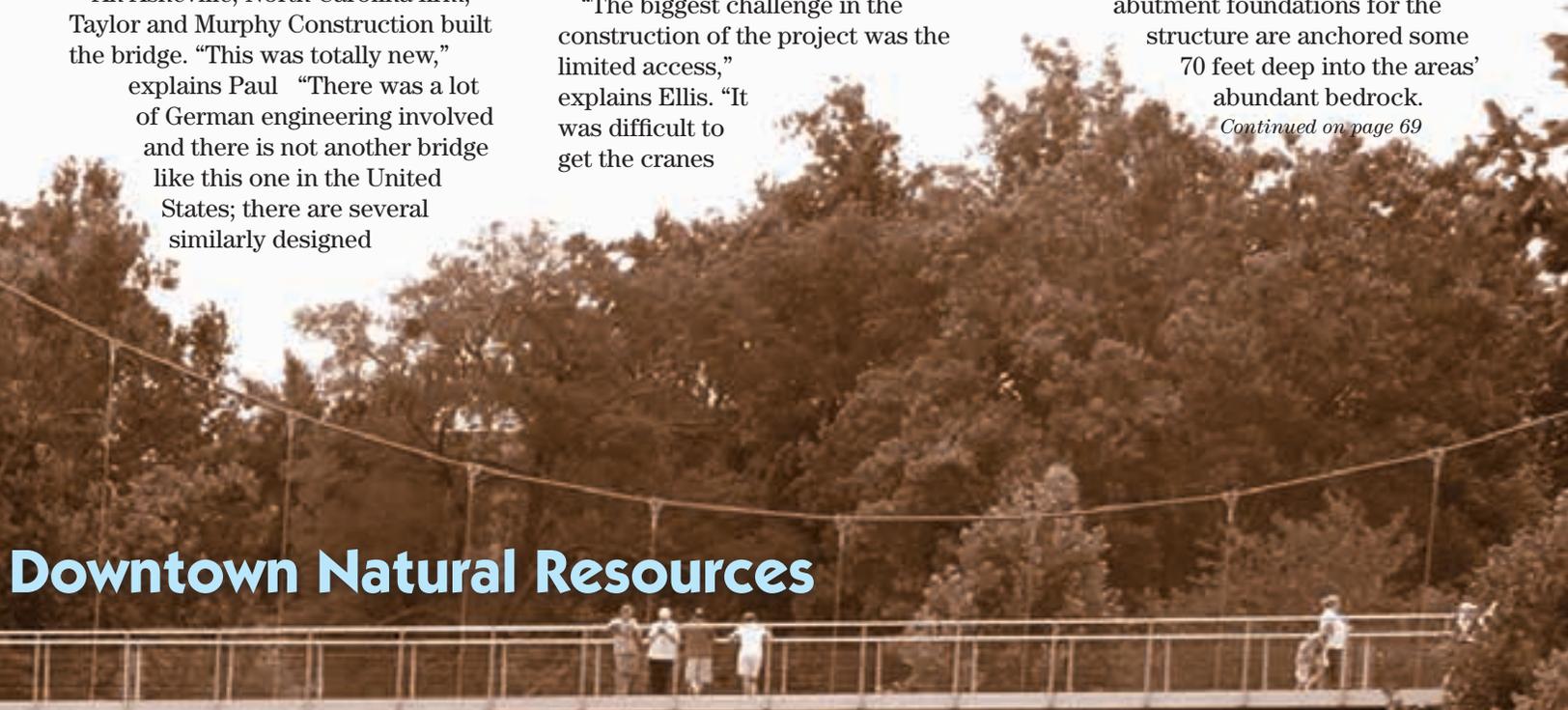
in there to do the work. That was a tight spot for such a large project."

Put simply, the bridge is a highly curved suspension bridge with the cables attached to only one side of the deck. The steel suspension cable is hung from the tops of two steel towers (each 100' tall) and anchored in the ground at the ends of the bridge.

"The Liberty Bridge is 12' wide and its concrete deck is 345' long from end to end (measured along the curve) and is suspended 30' in the air," says Paul "The 'curve' in the bridge is a 214 foot radius which rises from the east to the west as pedestrians walk in that direction on a three percent grade. It is important to note that the deck is also anchored to the ground at the ends. Though there are several bridges in Europe similar in design to this one, the geometry of this one is unique; as previously mentioned there are no other structures such as this in the U.S."

It may be hard to fathom, but the bridge's eight inch thick concrete deck is supported by a single 80 mm suspension cable from which 30 to 28 mm hanger cables place vertical compression on the Liberty Bridge. The structure's two 90 foot tall steel masts each weigh in at 28 tons as they lean away from the bridge at a 15 degree angle while being supported by 80 mm back-stay cables. With all that said, it may make sense that the mast and abutment foundations for the structure are anchored some 70 feet deep into the areas' abundant bedrock.

Continued on page 69



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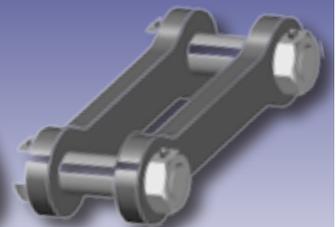
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Continued from page 18

endorphins makes us feel good inside and decreases stress and tension. Laughter has also been linked to healthy function of blood vessels. Laughter appears to cause the tissue that forms the inner lining of blood vessels to expand. This helps increase blood flow, which has a healthy effect on your arteries and reduces your risk of cardiovascular disease. So take time to laugh and play – it's good for you!

The final Healthy 100 principle is **Nutrition**. Just the word “nutrition” for some tends to conjure images of starving ourselves, diets, and eating tasteless, dull food. In fact, nothing could be further from the truth! High-quality foods have excellent nutritional value and provide us with energy. They contain naturally occurring vitamins, minerals and fiber that are essential to good health. They're lower in sugar, unhealthy fats, and calories. Examples are fruits, vegetables, nuts, grains, legumes, and some lean meats. Research shows that when you eat higher-quality foods, you're less susceptible to lifestyle diseases such as heart disease, cancer, diabetes and stroke. Because these foods are so nutritionally dense, it's also less likely you'll overeat.

So what is the strategy for incorporating these high-quality foods into your daily meals? It's easy – there are two simple ways for healthy eating to become a lifestyle and not a fad or diet that you start, stay on for a short while, and then go back to the old ways of eating:

1. Eat Close to the Ground
2. Mind Your Portions

Strategy 1: Eat Close to the ground. So what does “eating close to the ground” actually mean? You should be eating fruits and vegetables, nuts and seeds, legumes, beans, herbs, and whole grains and water. Whole foods that grow close to the ground are backed with living vitamins, minerals, water, fiber and the enzymes needed to digest the food itself. Check out



your local farmers market for great deals on locally grown fruits and veggies. The reverse is also true, the farther away you move from foods that are naturally grown in the ground, the farther away you move from those foods that add health and longevity. So where is the meat you ask? If you choose to eat meat, the American Dietetic Association recommends that we eat no more than four to six ounces of lean meat per day and try to limit your intake of red meat.

All of the food we've talked about is important, but the body absolutely cannot survive without water. We all know this, yet most of us fail to drink enough of it. Drinking water every day is important to flush out the metabolic by-products we are consuming and producing daily. The general recommendation is to drink eight 8-ounce glasses of water per day (64 ounces). For a more customized recommendation, take your body weight and divide it in half to give you the number of ounces you need each day. Remember, for people living in drier climates or for those involved in physically demanding work or sports, you'll need to drink more.

Strategy 2: Mind your portions. In addition to improving what you eat, a strategy guaranteed to improve your health and enable you to live longer is eating less. Whenever you reach a point during a meal where you'd like more, instead push the plate away and wait fifteen to twenty minutes rather than automatically reaching for a second helping. It takes that long for your stomach to “tell” your brain that you're full.

In order to mind your portion sizes it's helpful to know what constitutes a serving. A great website that helps illustrate portion sizes and has excellent nutrition tools and resources is <http://www.choosemyplate.gov/>. Eating out poses its' own unique challenges. Many restaurants stake their claim on giving you massive quantities of food. Instead of stuffing yourself, ask for a half order of a menu item or ask for a to-go box right up front and remove the excess from your plate before you start eating. You won't miss it, and you'll have another meal for the following day!

Florida Hospital looks forward to continuing our partnership with AWRP and would like to encourage you to live your life to the fullest – Mind, Body and Spirit!

Please continue to submit your personal and workplace wellness stories and photos to Barbara Gilbert (barbaraawrf@att.net) so they can be shared with the AWRP family!

Wishing you peace and joy this holiday season!

Monica Reed, M.D. is the CEO of Celebration Health, a ground-breaking hospital built with the Walt Disney Company and Florida Hospital – the largest admitting hospital in America. She is also the author of the book, The Creation Health Breakthrough. You can learn more about her and her book at FloridaHospitalPublishing.com or you can find the book on Amazon.com or wherever you buy books.

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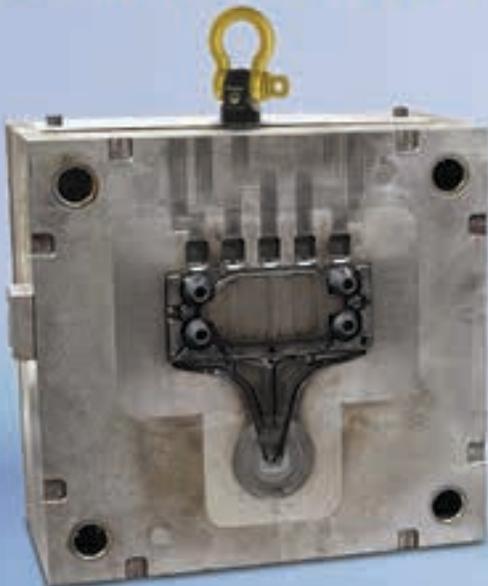


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How AWRF Interacts with Government

For their protection and preservation, Association members must be represented at all levels of government.

Continued from page 13

AWRF members to enjoy parity with labor unions and large employers in negotiating health care premiums. It appears more likely, however, that the business community will be burdened with the lion's share of the costs of the new system. There is, on the other hand, some hope for fragmented repeal or revision of some of the more onerous provisions of Obamacare.

5. SLING SAFETY STANDARD

The indefatigable effort by the GAC to persuade the U.S. Department of Labor to modernize its obsolete Sling Safety Standard finally paid off. Culminating with AWRF-sponsored Congressional testimony, this lobbying marathon ultimately resulted in a modernized OSHA Guidance document. Fine tuning by the ASME B30.9 Committee and the AWRF Technical Committee will continue as new products and procedures are developed. It is the job of the GAC to disseminate this data to the appropriate governmental sources.

6. SWAGER GUARDING ISSUES

AWRF must continue to emphasize to OSHA the differences between "power presses" and "swagers". By demonstrating the fundamental differentiating characteristics between the two types of machines, corresponding safety remedies can be underscored. Members should be reminded to think and speak in such terms. To assist AWRF members threatened by OSHA citations for alleged swager barrier guarding violations, information packets are available at the Association office. In addition, the GAC has succeeded in securing a published OSHA memorandum permitting the substitution of the AWRF Swager Safety Program for barrier guarding in swaging operations on a case by case basis. In November of 2010, multiple copies of the AWRF Recommended Practices and Guidelines regarding swager safety were provided to the Office of General Industry Enforcement at OSHA. Earlier, on June 4, 2007, the U.S. Department of Labor (DOL) published advance notice of rulemaking for the purpose of amending and/or expanding the OSHA standard governing the use of mechanical power presses (29 CFR 1910-217). Although mechanical power presses require barrier guarding under Section 1910.212, no reference is made to hydraulic or pneumatic power presses. Previously, one of the primary

objectives of the proposed rulemaking procedure was to determine whether the scope of the current standard should be expanded to cover other types of presses. Following the lead provided by AWRF, OSHA has removed this initiative from its formal agenda. Obviously, any reconsideration by DOL of this issue could result in a major impediment to the AWRF position that hydraulic swaging machines by nature are not power presses and thus no point of entry barrier guarding is necessary. The GAC will continue to monitor this matter, following the direction of the AWRF Technical Committee. If the current statute were to be broadened to include the requirement of barrier guarding for hydraulics, the Association's current position that swagers are not mechanical presses would be constricted to a narrower argument, i.e., that swagers are not presses period. On November 5, 2013, the GAC delivered copies of the recently revised Swager Safety Guide to members of OSHA. A protracted question and answer period followed during which many OSHA misconceptions were addressed.

7. CDAC

The OSHA Cranes and Derricks Standard became effective on November 8, 2010. A liaison with Specialty Carriers and Riggers Association (SC&RA) was most beneficial in our effort to monitor and contribute to this rulemaking process.

8. REGULATORY REFORM

The GAC maintains a close watch for proposed regulations affecting the lifting, rigging and load securement industry. Care must be exercised to make certain that agency regulations are not adopted without true scientific bases and a balance between risk assessment and cost benefit analysis. Remedial legislation was adopted by the U.S. House of Representatives on August 2, 2013.

9. NAIC CODE

In five year cycles, the U.S. Department of Census revises the official NAIC Code to reflect changes in industry demographics. The GAC provided a position paper in support of an integrated codification for the lifting, rigging and load securement industry to the Office of Management and Budget on March 22, 2010.

10. CONVENTION SPEAKERS

At the AWRF 2013 Spring Convention, the Government Affairs Committee

sponsored Marc Freedman, the U.S. Chamber regulatory expert, as a featured speaker. By virtue of the Association's upgraded membership at the U.S. Chamber of Commerce, AWRF is eligible to tap a valuable resource bank of speakers for general conventions. Liaison with other institutions in Washington, D.C. has also produced numerous convention participants. At the Fall Convention in Los Angeles, the GAC co-sponsored legal experts who addressed the subject of civil tort liability in the rigging industry.

11. JUDICIAL APPOINTMENTS

AWRF remains sensitive to the judicial nominating process in which philosophical differences are often apparent between the candidates regarding the role of the judiciary.

12. INTERNATIONAL RELATIONS

As an alternate delegate to OIPEEC the GAC attended that association's annual meeting in Johannesburg, South Africa in 2007. More recently the GAC participated in a symposium at the ASAE Center in Washington, D.C. dealing with the impact of European Union (EU) decisions on American industry in general and upon trade associations in particular. Our recent affiliation with the International Affairs Section of the U.S. Chamber will provide new insights into our international program.

13. GOVERNMENT AFFAIRS COMMITTEE MEMBERSHIP

The GAC is advised by a balanced cross-section of AWRF members who have a keen interest in the promulgation of legislation, legal precedent and regulatory reformations essential to the health of the lifting, rigging and load securement industry.

14. U. S. CHAMBER OF COMMERCE PARTICIPTION

As Chairman of the GAC of AWRF, we have been invited to continue to serve on the U.S Chamber of Commerce, Small Business Council during calendar year 2014.

CONCLUSION

By exercising its First Amendment Constitutional right to petition the Government for redress of grievances, AWRF will continue to play an important role in the political process during the calendar year 2014.

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The Caldwell Group and J.C. Renfroe have merged to create an organization capable of providing a significantly broader array of lifting solutions

to its global customers. Caldwell, a U.S. manufacturer of below the hook lifting equipment and Renfroe, a U.S. manufacturer of plate clamp lifting equipment, combined to form an organization based on well recognized brands and years of first-hand application experience in a variety of industries. "This is a great opportunity for two strong companies, with well recognized brands to partner together." said Caldwell's President Doug Stitt. "We are very proud and excited to be a part of Renfroe's future."

Caldwell based in Rockford, IL is an employee owned company (ESOP). J.C. Renfroe based in Jacksonville, FL will continue to operate as an independent operation under the J.C. Renfroe name and will also become an employee owned company. Ron Raymond, Renfroe's Managing Director said, "This is a great opportunity for the Renfroe employees who have built this organization to help continue the Renfroe name and brand but now with ownership in the company's future operations and success."

The Liberty Bridge, Wire Rope Helps Enable a Rebirth of Southern City's Downtown Natural Resources

Continued from page 63

Below the deck, observant visitors may notice a 4' deep steel truss. The bottom chord of the truss is another cable, called the ring cable. The ring cable is also anchored to the ground at each of its ends.

To visualize how this wire rope bridge works it may help to visualize a very large bird or squirrel sitting on a wire. The wire makes a "V" with the creature in the center. The wire is in tension and the deviation (the bottom of the V) creates an upward force equal to the weight of the animal.

This is precisely what happens at the top of the hanger cable, where it meets the main suspension cable. Each hanger force takes on the role of the bird creating a slight deviation in the suspension cable. The sum of all these little deviations gives us the familiar suspension cable shape.

We see the same effect in the ring cable. At each truss panel, the rotation of the deck is arrested by a horizontal force. This force is the result of deviating the ring cable into a suspension shape, but in this instance in the horizontal plane.

With just a bit more imagination we may see that the also familiar arch shape is the suspension shape turned upside down. But this time instead of deviating tension, we are deviating compression. Recall that the propensity of the deck to translate radially is prevented by a radial force in the deck. This force is the result of deviating the deck into an arch shape, an arch in the horizontal plane.

Alert park visitors may also note that the system doesn't simply support a curved walkway. The curved walkway is an integral part of the system. Normal suspension bridges feature a straight deck and two suspension cables. Each cable is above an edge of the deck and exists solely in the vertical plane. The proper geometry is exceedingly simple to calculate, with the lesson using perhaps only a page of textbook space.

The three dimensional geometry of the suspension cable for the Liberty Bridge contrasts with the old model of a suspension bridge. The new form is best discovered through experimentation. What formerly was done to bring geometrical principles and formulas to life required physical techniques. As we all now know such modeling is rather easily done with a computer's help or finding the work someone else has done by "Googling" the answer on the internet where other examples of such work may be found.

In the end, the Liberty Bridge has held up just fine. Someone got the geometry and physics right. A stroll across its inviting walkway helps visitors gain a greater appreciation for geometry, physics, creative planning and the amazingly practical beauty of wire rope. Now comes the tougher planning involving people and the bridge in their midst.

"We ended up with some management issues," says Paul "An important one of these is that we convinced the city council to agree to never close the bridge, in other words, we didn't want

someone to hold their wedding on the bridge. People come into Greenville, making the trip, solely to see the bridge and the Falls Park. We wanted visitors to always have access to the bridge. Also, at first, we just had too many events going on in the gardens below the bridge so we cut down on that. Parking was an issue too; with weddings we had to cut down on the size of events because that also affects parking. Therefore, we restrict the size and location of weddings in the park and garden. But overall this bridge has truly been a draw."

Amazingly enough, the bridge and the park have been a real spur for economic development. The 13 to 14 million dollars price for the park and the wire rope bridge have resulted in well over 100 million dollars in private development in this area.

That area of the city was not a popular area to go years back, according to Ellis. "The useful area of the downtown of Greenville was doubled with this development which now includes the Peace Center, the Liberty Bridge and the new baseball stadium a bit further south. The Governor's School for the Arts and Humanities overlooks the park and it serves high school juniors and seniors. It can be mind-boggling to think of what some visionary changes to a city's untapped downtown natural resources and some wire rope can do to change an urban landscape so dramatically, idyllically and for good."

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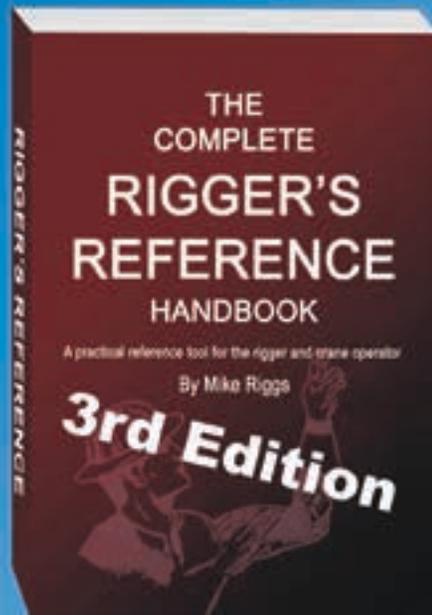
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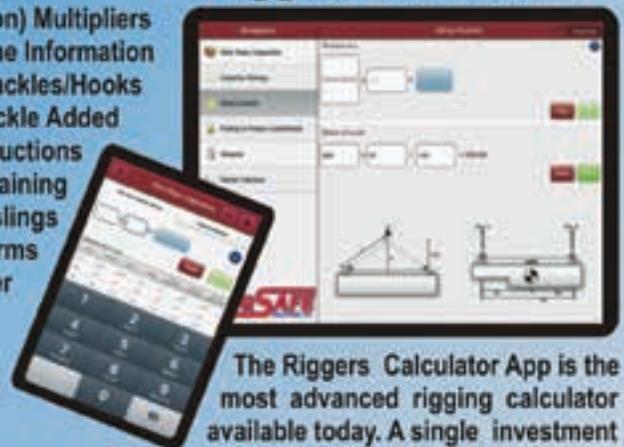
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Wire Rope Cable Plays a Role in Update of Historic Transportation Link

Continued from page 7

Crosby's superior roll-forged sheave uses the firm's proprietary upset roll-forged process.

The company started making sheaves and blocks for the oilfield industry in the 1920s. That has grown to the point that they are now the largest supplier of aftermarket replacement sheaves for both land-based and offshore drilling companies. Crosby Group markets fittings used in material handling and rigging applications. Their lineup includes wire rope clips, hooks, shackles, lifting clamps, hoist rings, overhaul balls, snatch blocks as well as crane blocks and sheaves. The firm offers the best training available on the correct usage of all their products.

The firm that is fashioning the sheaves into a fabrication was an existing user of Crosby Lifting Clamps for many years. "This firm was convinced of our quality, due to the hard work these clamps were subjected to, i.e. within a heavy steel fabrication workshop," explains Richard A Oldknow, Sales and Marketing Director for Crosby Europe. "In other words this company already was in effect in a traditional market for Crosby."

Needed, specifically were 226 sheaves 1635mm for 46mm wire, plain bore – untypical sheave, for special application. The job involved a critical path – delivery over a short time frame February to May in order to upgrade Panama Canal for vessels of 12,000 containers (TEU's) the previous capacity for vessels was 4,400 containers. The user also required special attention of surface finish due to their special coating to be applied to whole fabrication.

"The key to our receiving this order was that we could produce a product with high quality, had an excellent RF process, superior durability, a recognizable brand, the needed technical and long term support," says Oldknow. "The wire rope supplier also supported use of Crosby sheaves, due to the RF process as well as due to the fact that this is a symmetrical and balanced sheave. That provider was also convinced that the Crosby RF sheave groove profile, design and manufacturing process would give better sheave to rope life."

This project, although of a very high value was directed through the Crosby Distribution channel, according to

Oldknow. "This project was unique to our industry. It only highlighted the fact that we like to insure distributors are keen to develop this relationship with Crosby, while at the same time there is a good chance we'll in turn find other similar work. The fact that our distributor is in Italy as well as that it has major influence in the region - that also helps.

"Also, this is a huge project for customer; they needed to have 100% reliability from the supplier i.e. The Crosby Group. We, Crosby in turn were totally responsive to his needs, lead times and technical requirements. We used distribution for local language issues, local requirements among other details that arose."

The Crosby Group, now, also is preparing to have a new owner in KKR. KKR recently agreed to purchase the company from Melrose PLC. The Crosby Group will continue to operate as they have in the past.

The plan is expected to close before year end. KKR is headquartered in New York and owns over 80 companies including Dollar General, Toys R Us, Go Daddy and Nielsen's rating."

The Insurance & Legal Committee

"Alternatives to Fully Insured Group Medical Plans, A Tale of Two Employers- Large and Small"

For employers with over 50 full time employees, the speed with which mid-market companies are flocking to alternative risk finance methodologies for creative ways to finance their medical plan cost is rapidly increasing. One particular method, "Self-funding" of employer sponsored medical plan risk has increased by about 20% since the 2008 election (according to the Self Insured Institute of America). While the ACA legislation does have certain controls over Self-funded medical plans, it is ultimately governed by ERISA, which allows for self-funded employer plans to avoid many of the ACA requirements of fully insured large employer plans, and avoids countless costly state insurance mandated coverage.

For the larger company, those with more than 50 full time eligible employees, they can potentially absorb some risk, which means self-funding can be an excellent alternative to the fully insured market. By being self-funded, an employer sponsored benefit plan avoids most premium tax, there can be a tremendous cash flow benefit to the company and the plan can build its own reserves to hold to fund future plan losses. Which in many cases for larger employers this is a much more efficient way to manage medical plan risk for the long term, in lieu of paying premiums to be part of a fully insured pool run by an insurance company.

There are some drawbacks to self-funding however, largely in assuming the plan sponsor role and having company assets at risk for failure to adjudicate claims in accordance with the Plan Document, or in accordance with ERISA. Hiring the right strategic partners to ensure ERISA and ACA compliance, while managing cost, is critical for the structure and execution of a successful self-funded medical benefit plan. That being said, not all companies are the right fit for self-funding.

For the smaller employer, those with fewer than 50 full time employees, there is a strategy which is gaining momentum. Defined contribution plans are gaining in popularity with smaller employers because the employer decides how much the company would want to contribute each year. Employees can then use these employer contributed dollars to pay for individual health insurance premiums for themselves and their families. If additional money is needed to cover the cost of the plan the employee may want, the remaining amount of premium could be secured

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for the plan through a cafeteria plan. This can be accomplished all while potentially creating a FICA savings for the employer. Even if an employer decides not to make a contribution to the premiums, the company can still potentially benefit from the tax savings, which means a small company could actually make money by adopting the defined contribution strategy.

Two sections of the tax code - 105 and 125 - allow employees to spend tax-free dollars on eligible medical expenses, including individual health insurance premiums. Through a Section 105 health reimbursement arrangement, employers can provide funds to their employees on a tax-free basis, as with health insurance premiums, employer contributions to an HRA are excluded from an employee's gross income. (Employer Dollars)

A Section 125 Defined contribution Cafeteria Plan offers many of the same tax benefits to employers as an HRA, however, a cafeteria plan allows employees to contribute their own money through a salary reduction agreement, putting it on a level, tax exempt status playing field as employer sponsored health plans. (Employee's Dollars)

Employees make their own decisions on what plan they will choose, deductibles, co-pays etc. and the plan costs are able to be payroll deducted, tax free, potentially without any of their own money needed to cover their premiums.

Depending upon the size of your company, the "one size fits all" fully insured group market place may not be the best arena to find the right solution for your business and its employees. The good news is there are creative professionals developing sound alternatives, which warrant your review.

If you'd like to learn more about defined contribution for small employers with fewer than 50 employees, or if you're more interested in exploring a large employer solution specifically designed to benefit AWRP member firms, please feel free to contact Ben Krambeck.

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Press Release

Skookum has acquired the brand name and all intellectual property for the SOWA line of oil field blocks, hooks, and shackles.



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SOWA was founded as a general blacksmith shop in Woodburn, Oregon in 1898, and became a leader in oil field products in the 1980's. The SOWA name is synonymous with quality and service, and this tradition will continue under Skookum's ownership. With the addition of industry proven SOWA products, coupled with Skookum's own state of the art engineering and manufacturing, Skookum will bring a world class line of oil field products to market.

Mike Ulven, COO of The Ulven Companies, said "This acquisition was a natural fit. With roots in the Pacific Northwest, and a strong and lasting presence, we are now able to offer our oil and gas clients a more complete product selection from a long established product line." Skookum expects that the SOWA line will help to expand their market presence and improve their service to the industries they are already involved with.

Established in 1890 as a family business, Skookum was purchased by the Ulven family in 1986. Skookum offers a comprehensive line of rigging products that include blocks, fairleads and sheaves that have met the challenges of the

most demanding applications around the world. We've proudly taken part in the shaping of American industry from salvage operations at Pearl Harbor and construction of the Grand Coulee dam to San Francisco's BART system.

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Skookum is one of The Ulven Companies and is based in Hubbard, Oregon. The Ulven Companies is comprised of four American companies owned and operated by the Ulven family. While each company is independent, they all work together to serve common industries and common customers. The Ulven Companies provide a single source for forgings, castings, machining, and rigging products. Ulven has been servicing the logging, marine, industrial, recreational, construction, aerospace, transportation, defense, and petroleum markets with quality products for over 40 years.

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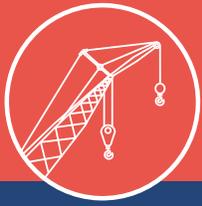
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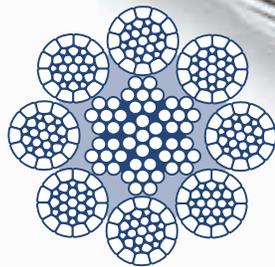
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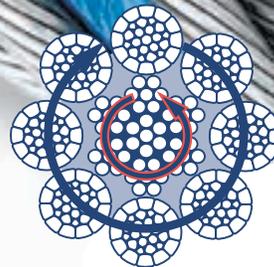
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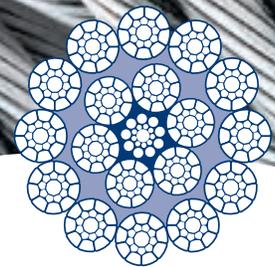
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