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of our Community, State and the Oceans that give us our livelihoods."

Bedford Technology LLC President & CEO, Jeff Breitzman, stated: "WCS has over 60 years of expertise in manufacturing and distributing dock & deck marine equipment in the Pacific Northwest and we believe that this partnership will not only help both our companies grow but also provide our Ports huge savings in maintenance costs. Coastal communities will save money through these non-polluting, long-lasting, structural materials with extraordinarily low total-cost-of-ownership."

Steve Row, WCS VP of Sales added: "Bedford is one of the country's most experienced and reliable commercial manufacturers in non-polluting, recycled plastic products. This gives us a high degree of confidence that we will be able to provide our Ports facilities customers, in a timely manner, the advanced composite building materials they need for their facilities to withstand the relentless abuse received by port infrastructure in ocean and riparian environments."

Jesse Hooge, Sales Director at Bedford, "This partnership brings together the long experience of WCS in selling and distributing equipment used in lit-

toral environments with Bedford's deep expertise engineering and producing extremely durable marine products. The partnership also leverages WCS connections to industry in Western Canada. We expect this arrangement will help grow the market for quality, low-total-cost-of-ownership, healthy, clean & green port facilities."

For more information go to their website at www.wachain.com.

AISI testifies at USTR NAFTA hearing

Thomas J. Gibson, President and CEO of the American Iron and Steel Institute (AISI), said that the steel industry sees NAFTA as a generally successful agreement, but that it should be modernized and strengthened.

In testimony before an inter-agency hearing of the U.S. Trade Representative (USTR) on NAFTA Modernization, Gibson said that NAFTA has "strengthened manufacturing supply chains, contributed to increases in intra-NAFTA trade and investment, and enabled a stronger relationship with Canada and Mexico" for the steel industry.

"NAFTA is the steel industry's most important free trade agreement, as 90 percent of all U.S. steel mill product

exports are to Canada and Mexico," Gibson said. He added that, "since NAFTA went into force U.S. steel exports to Canada and Mexico increased nearly threefold, and the United States moved from a large steel trade deficit with Canada and Mexico to a relatively balanced trade relationship."

Gibson outlined the industry's recommendations to modernize NAFTA, which includes strengthening rules of origin, more effectively promoting trade enforcement cooperation and coordination, establishing disciplines on the conduct of state-owned enterprises, establishing enforceable currency disciplines, and streamlining customs procedures and upgrading border infrastructure.

"While the Agreement has been beneficial, these approaches would improve it to make the American steel industry stronger, and create jobs in the process," Gibson concluded.

Load Cells keep offshore mooring project afloat

French maritime engineering specialist Iroise Mer, based in Brest on the country's northwestern coast, used a 50t Straightpoint Radiolink plus (RLP) load cell during a refit of a tanker moor-

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