

JUNE NEWSLETTER

On the Horizon

Military interest

Trade Talk

Commercial/industry interest

Lisa's Letter

Dante's President discusses hot topics

Industry Happenings

The what, where and when of military and commercial gatherings

What A Relief!

Check out product features and promotions below!

On The Horizon



Report highlights \$2.1 billion Coast Guard ice breaker procurement.

Like many other vital initiatives within our armed forces, the U.S. Coast Guard polar icebreaker program has been significantly underfunded, making experts question our ability to defend America's interests in the Arctic. But recent budget developments, as detailed in an article provided by [USNI News](#), offer hope that the Coast Guard will be able to acquire at least one new heavy ice breaker, and possibly three.

AGING, DEBILITATED FLEET CAUSES CONCERNS

The operational U.S. polar icebreaking fleet currently consists of one heavy icebreaker, Polar Star, and one medium icebreaker, Healy. The Coast Guard's second heavy icebreaker, Polar Sea, has been non-operational since suffering engine problems in June 2010. Both Polar Star and Polar Sea are now well beyond their intended 30-year service lives. Amazingly, the Coast Guard has used Polar Sea as a source of spare parts to keep Polar Star operational. This situation is obviously problematic and could make the U.S. vulnerable, especially in times of humanitarian or military crises in the region.

FUNDING MEASURES GENERATE OPTIMISM

On March 2, 2018, the U.S. Navy, in collaboration with the U.S. Coast Guard, released a request for proposal (RFP) for the advance procurement and detail design of a Coast Guard heavy polar icebreaker, with options for detail design and construction of up to three similar icebreakers. Policy makers are still debating the quantities needed and are looking for budgeting efficiencies, but it's a step in the right direction.

CONGRESSWOMAN ROYBAL-ALLARD CHAMPIONS INCREASED FUNDING

California Representative Lucille Roybal-Allard is the ranking Democrat on the House Homeland Security Appropriations Subcommittee, which oversees funding for the Coast Guard. In a recent subcommittee statement, she conveyed her pride in helping to secure increased funding for the Coast Guard above the fiscal year 2017 level, including an extra \$1.4 billion for the recapitalization of air and marine assets, and \$294 million more for operating expenses. As always, the shipbuilding industry is grateful for the Congresswoman's strong support for our military.

To learn more, read the full article in [USNI.org](#) and view [Representative Roybal-Allard's statement](#).

Look for more defense-related news and updates in future "On the Horizon" articles.

[VIEW MORE DETAILS](#)

Trade Talk



Will Trump administration spur revival of commercial shipbuilding?

While America's global economic might is unquestioned, when it comes to owning and producing the ships that drive commercial seagoing trade, we lag way behind. In fact, American commercial shipbuilders, who once dominated the global market, now claim a share of less than 1%.

A fascinating article in [Forbes Magazine](#) details the decline of our once-proud commercial shipbuilding industry, and also ponders whether the Trump administration's pro-America stance on manufacturing will spur a revival.

HOW DID WE GET HERE?

America once had a thriving commercial shipbuilding sector, but in the 1980s the Reagan administration ended subsidies to U.S. shipbuilders – without securing similar action by other shipbuilding nations. Once the "construction differential subsidy" was removed, domestic shipbuilders could not compete with ships made in other countries. Today, the biggest U.S. shipyards are engaged mostly in building warships for the U.S. Navy, not for commercial use.

In addition to costing domestic jobs, the decline in U.S. commercial shipbuilding and ownership opens the door to national security issues. For instance, President Trump recently moved to protect America's aluminum smelting capacity. Only one domestic site produces the kind of aluminum used in fighter aircraft. Yet all raw aluminum ore sites are far from U.S. shores so the ore is shipped to America on foreign vessels, which can put supplies at risk.

WHAT WILL TRUMP DO?

The White House will soon release an assessment of the defense industrial base, addressing deficiencies in the U.S. shipbuilding base and merchant marine. President Trump has made national security a central organizing principle for many of his exertions in the trade arena, and past experience proves this is a legitimate concern when it comes to shipbuilding and shipping. Every war, for example, is always accompanied by increased demand for commercial shipping.

In terms of solutions, options such as new tariffs or subsidies could be on the table, but the most likely move would be to expand cargo preference rules with regard to who may move what cargoes. The U.S. could, for example, begin requiring that a portion of all U.S. trade be transported on U.S.-built and/or crewed vessels.

Only time will tell. View the full article in [Forbes Magazine](#) for complete details, and stay tuned for updates on this important issue.

[READ FULL STORY](#)

Lisa's Letter

We have spent much of this year reflecting on our company and our purpose. Like most people, we want to believe that we're making a positive impact on the world. We want to understand, and articulate, the meaning behind what we're doing – how we're using our talents to improve the lives of others.

I am excited to share the results of our work – our new Dante Valve Vision Statement and Values.



Lisa Dante Papini
President

OUR VISION:

At its core, our business is about safety. We have a responsibility to produce valves that work correctly every time, because lives are truly at stake. Whether verifying specifications, machining a component or finalizing an order, each Dante team member keeps the safety of our end users in mind – the human beings who rely on our valves to do their jobs and protect those in their care.

That applies to everyone in our diverse customer base – from the crews on U.S. Navy ships that defend our country to the maintenance professionals in schools, hospitals and hotels tasked with keeping their buildings operational and safe. We're looking out for all of them.

OUR VALUES:

Quality –

For us, process is paramount and accuracy is everything. There are absolutely no shortcuts. Ever.

Responsibility –

We are committed to keeping both our customers and our employees safe, and always working in their best interests.

Service –

Great service has always been our hallmark; we value our relationships with our customers and partners and go above and beyond to help customers solve problems and maximize efficiencies.

These principles guide our work, every day and in every way. We hope you see this spirit reflected in your interactions with every Dante representative. If you want to learn more about our commitment to these ideals, please contact me directly at lpapini@dantevalve.com

Industry Happenings

Military

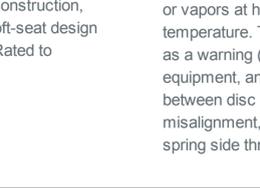
[The American Legion National Convention 2018](#)
August 24-30, 2018 | Minneapolis, MN

[47th Annual EANGUS Conference & Expo - Enlisted Association Of The National Guard Of The U.S.](#)
August 11-16, 2018 | Charleston, WV

Commercial

[International Refining & Petrochemical Conference: Americas](#)
September 25-26, 2018 | Houston, TX

[VMA Market Outlook Workshop](#)
August 9-10, 2018 | Chicago, IL



Lisa Dante Papini at the DLA Conference with NAVSEA Commander VADM Tom Moore and Dante Valve's Charlie Smith

Connecting with Vice Admiral Thomas Moore

Dante Valve President Lisa Dante Papini and General Manager-VA Charlie Smith were honored to meet NAVSEA Commander Vice Admiral Thomas Moore, following his keynote address at the recent DLA Conference in Columbus, Ohio.

NAVSEA (Naval Sea Systems Command) is "the force behind the fleet," with a mission to engineer, build and support the U.S. Navy's fleet of ships and its combat systems. It is the largest of the Navy's five system command organizations.

"Vice Admiral Moore delivered an insightful address," said Papini, "I was especially interested in his comments about the future size of the Navy. At our current build pace, it will take until 2052 to reach a 355-ship Navy. However, keeping legacy ships 10 or more years past their expected service life allows us to reach the 355-ship goal in the 2030s. This is an area of opportunity and is especially intriguing for Dante Valve."

What A Relief!

Danco D49-60UU
These shipboard air compressor pressure relief valves are in full conformance with Mil-V-22549. The inlet connection is 1/2" union end socket weld in accordance with Navy standard drawing #803-1385884. The outlet connection is 3/4" union end silver braze in accordance with Navy standard drawing #803-1385946. The valves have stainless steel construction, bottom guided with soft-seat design and a threaded cap. Rated to 6000 PSIG.

Kunkle Liquid Relief Valve Models
[264](#), [264P](#), [265](#), [265P](#), [266](#), [266P](#), [267](#), [267P](#)
These Kunkle liquid relief valves are certified for air, gas and steam applications, non-code for liquid, and are made with carbon steel, and stainless steel trim. The valves are used to protect pumps, compressors, pressure vessels or for systems handling corrosive fluids or vapors at high pressure or temperature. The valves also serve as a warning (sentinel) on steam equipment, and the ball bearing pivot between disc and spring corrects misalignment, and compensates for spring side thrust.