

JUNE NEWSLETTER

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**On The Horizon**



**Getting to 355: D.C. Leaders Say It'll Take 25-30 Years to Reach Ship Count**

The chairman of the House Armed Services Seapower and Projection Forces Subcommittee is estimating it'll take 25 to 30 years for the U.S. Navy to reach a projected 355-ship fleet, given industrial base capacity and expected funding levels.

**Longer timeline helps government leaders and shipbuilders**  
Rep. Rob Wittman (R-Va.), at an event cohosted by the Center for Strategic and International Studies and the U.S. Naval Institute, highlighted a Congressional Budget Office report which indicated that a 355-ship fleet could realistically be achieved in that timeframe. Although some industry advocates and politicians were hopeful of an expedited schedule of 20 years or less, Wittman said that the longer timeline allows Washington's leaders to better manage budgetary resources and the shipbuilding industry to better manage capacity.

**Congress can signal its support**  
However, the Virginia Republican and Rep. Joe Courtney (D-Conn.), the ranking member of the subcommittee, indicated that Congress can do more to help the Navy and the industry get to 355 ships more quickly and efficiently. "I believe that we can truly send that signal (to the industry) and we can get that production ramped up to where we can get to 355...in the 25- to 30-year timeframe," Wittman said. He noted that spending an additional \$5 to \$6 billion per year above recent averages for shipbuilding would be needed to reach the 355-ship threshold – and that supporting the 2018 National Defense Authorization Act would be an important step in setting the right pace and creating financial confidence for industry players to invest for the long haul.

Rep. Courtney also cited the National Sea-based Deterrence Fund – a pot of money that funds ballistic-missile submarine construction and creates contracting authorities such as multi-year procurement, continuous production and other solutions that help reduce the cost and time of shipbuilding.

Courtney vowed to spend this year "challenging the appropriators and some of the folks at the Pentagon to really break out of the annual budget system of appropriating and authorizing ship construction and ... look at more multi-year approaches. It just creates tremendous opportunities for efficiencies and continuous production, which is a great way to help the supply chain."

View USNI News for more details and check out future Dante newsletters for updates on this important topic.

[VIEW MORE DETAILS](#)

**Trade Talk**



**Supercritical innovation: materials evolving at high-performance plants**

Dante Valve's General Manager, Charlie Smith, had the opportunity to attend the 2017 VMA Technical Seminar held this spring in Nashville. While there, Charlie listened to Charles Henley, a senior mechanical engineer at Black & Veatch, give an insightful presentation on supercritical steam power plants that shed light on some crucial issues related to evolving materials and, ultimately, valve requirements.

**Defining "supercritical"**  
As a reminder, "supercritical" plants operate at higher temperatures, and levels above "critical" pressure – where liquid water immediately becomes steam (3,200 psig). While "subcritical" plants generate power by boiling water into steam, supercritical, advanced supercritical and ultra supercritical systems turn water to steam without boiling, and can generate significantly higher efficiencies. But with intense temperatures of up to 1,200° F. and pressures of up to 5,000 psig, these plants also demand more rigorous metals for piping and other components – or risk damage or even a catastrophic event.

**A revolution in materials**  
The extreme pressures and temperatures in these plants necessitate thicker materials with a higher stress range, high cyclic fatigue resistance and increased creep resistance. Erosion, corrosion and flow accelerated corrosion (FAC) are a constant concern, so engineers must choose materials carefully – while also taking into account practical issues such as weldability and more.

Driven by the need for ever-higher efficiencies and safety, the next generation of materials are being developed – including new ferritic steels, nickel-based alloys, innovative chrome-equivalents and meta-stable austenitics designed to handle rigorous pressure, heat and operational demands.

**The valve connection**  
Recently, forged valves have been quoted as an alternative to cast steel valves, especially for high-pressure applications and in streams where matching ASME-mandated piping material to valve material is difficult. Going forward, the valve industry will be challenged to develop valves that are compatible with the evolving materials. At Dante Valve, our experts are out on the cutting edge and constantly exploring valve solutions to ensure compatibility with the most advanced materials, so we can continue to deliver the performance and reliability you've come to expect.

Want more details on this topic? See the full story in Valve Magazine.

[READ FULL STORY](#)

**Lisa's Letter**

This month, we are featuring valves manufactured by TRAC Regulator, specifically its Style 'H' pressure reducing valve and their Style 'A' failsafe pressure regulator. TRAC manufactures high-quality automatic pressure and temperature regulators and has supplied them to the United States Navy for over 40 years. TRAC products are used extensively in various shipboard systems on U.S. Navy surface ships and submarines, U.S. Coast Guard cutters and polar icebreakers, as well as on surface ships of foreign Navies.



Dante Valve and TRAC have been business partners, and friends, for decades. We are honored to be TRAC's master distributor to shipyards and the marine trade. TRAC is run by professionals who work hard to serve their customers with a quality product they fully support.

TRAC is, hands down, one of my favorite companies to visit. Besides the wonderful people, its location near the Italian delicatessens, butchers and artisan bakers on Arthur Avenue in the Bronx places it squarely in my idea of culinary heaven. Enjoying prosciutto, salami, fresh mozzarella and focaccia while reviewing contract data requirements? Bring. It. On.

We're attentively following the federal budgeting process as it relates to Navy shipbuilding. As of this writing, the House Armed Services Committee's (HASC) newly proposed defense bill for 2018 would allow the Navy to buy 15 Arleigh Burke-class guided-missile destroyers and 13 Virginia-class attack submarines over the next five years, instead of the 10 each the Navy wanted. It would also urge the Navy to buy aircraft carriers every three years, and require it to maintain a 12-aircraft carrier fleet by 2023. The goal, essentially, is to make it a national policy to get to the desired 355-ship fleet as soon as possible.

Remember, of course, that this is just a House sub-committee proposal at this point. The situation is still evolving and we will continue to follow it, so you can stay on top of this important issue and plan accordingly.

Thank you for reading *The Dante View!* Please follow us on Facebook, Twitter and LinkedIn for periodic updates and content.

**Lisa Dante Papini**  
President

**Industry Happenings**

As an innovative leader in valves, we are engaged, involved and constantly helping to shape the future of our industry. Look for us at these upcoming events, where we'll share our perspective, and talk to you about your needs and all the ways that Dante Valve can help your business and operation thrive.

**Military**

[Energy Exchange 2017](#)  
August 15-17 | Tampa Convention Center

[American Legion National Convention 2017](#)  
August 18-24 | Reno, NV

[46th Annual FANGUS Conference & Expo – Enlisted Association of the National Guard of the U.S.](#)  
August 27-30 | Reno, NV

[Air Force Information Technology & Cyberpower Conference \(AFITC\)](#)  
August 28-30 | Montgomery, AL

**Commercial**

[NRC 13th ASME/NRC Pump & Valve Symposium](#)  
July 16-19 | Washington DC, Silver Spring, MD

[International Refining & Petrochemical Conference: Americas](#)  
July 18-19 | Houston, TX

**What A Relief!**



**TRAC Style H Pressure Reducing Valve**  
The TRAC Style 'H' pressure reducing valve is a self-contained, spring-loaded, direct-operated device for regulating and reducing high-pressure water to any desired operating pressure within the valve's field adjustable range. The design, construction and materials utilized for the TRAC Style 'H' pressure reducing valve are ideally suited for shipboard seawater systems service.



**TRAC Style A (Failsafe) Temperature Regulator**  
The TRAC Style 'A' (Failsafe) temperature regulator is a self sensing and self actuated temperature regulating valve which will automatically control liquid or steam flow through the valve in response to changes in the temperature of the controlling medium. The regulating valve requires no external source of power to operate the valve or to detect changes in the temperature of the controlling medium.

For more information, visit us at  
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