

Periscope & Flight Deck

A Newport News Shipbuilding Supplier Publication | April 2018

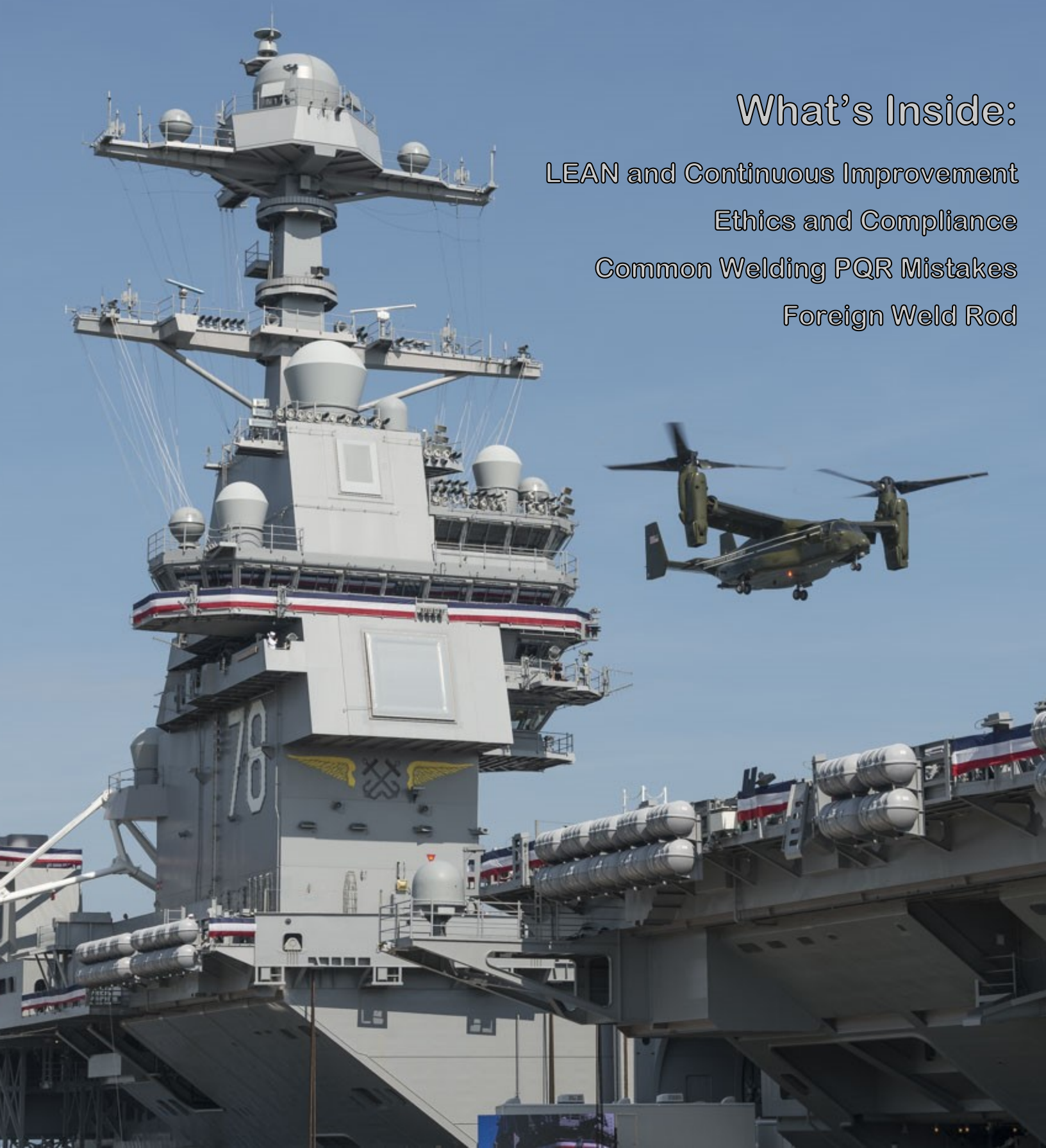
What's Inside:

LEAN and Continuous Improvement

Ethics and Compliance

Common Welding PQR Mistakes

Foreign Weld Rod





Newport News Shipbuilding



Huntington Ingalls Industries Completes Inactivation of First Nuclear-Powered Aircraft Carrier Enterprise (CVN 65)

<http://newsroom.huntingtoningalls.com/releases/huntington-ingalls-industries-completes-inactivation-of-first-nuclear-powered-aircraft-carrier-enterprise-cvn-65>



Retired President of Newport News Shipbuilding Honored With Navy League's Nimitz Award

<http://newsroom.huntingtoningalls.com/releases/photo-release-retired-president-of-newport-news-shipbuilding-honored-with-navy-league-s-nimitz-award>



Huntington Ingalls Industries Announces New Director of Education For The Apprentice School at Newport News Shipbuilding

<http://newsroom.huntingtoningalls.com/releases/photo-release-huntington-ingalls-industries-announces-new-director-of-education-for-the-apprentice-school-at-newport-news-shipbuilding>



Huntington Ingalls Industries Celebrates First Meal Aboard Submarine Indiana

<http://newsroom.huntingtoningalls.com/releases/first-meal-aboard-submarine-indiana>



Huntington Ingalls Industries Announces New Vice President of Contracts and Pricing at Newport News Shipbuilding

<http://newsroom.huntingtoningalls.com/releases/photo-release-huntington-ingalls-industries-announces-new-vice-president-of-contracts-and-pricing-at-newport-news-shipbuilding>



Huntington Ingalls Industries Completes 70 Percent of the Structural Work on the Future Aircraft Carrier John F. Kennedy (CVN 79)

<http://newsroom.huntingtoningalls.com/releases/aircraft-carrier-jfk-structural-milestone>

Cover Photo: USS GERALD R FORD CVN 78 Commissioning ceremony. Photo by Matt Hildreth.

Supply Chain Management

LEAN – Continuous Improvement (Kimberlee Humphrey)

Do you want to learn more how LEAN can help improve your organization? Do you want to network with professionals and experts in continuous improvement? If so, the Southeastern region of the Association for Manufacturing Excellence (AME) is hosting a Lean Summit in Atlanta, Georgia, May 7-10, 2018.

Learn all about how top-down leadership engage the real leaders of an organization to take full command of their transformation. If you are searching for a better way to lead, develop people, and produce superior results, then this lean summit will help put you over the top. Gain in-depth knowledge about what Toyota management says are the key factors in developing core responsibilities of leadership. If it's all about engaged people and leadership, what are you doing to lead the way in improving your organization's ability to engage your people and compete?

Tour world-class facilities including:

- Power Partners
- Philips Respironics
- PepsiCo - Gatorade
- Chromalloy
- Sunny Delight Beverages Co.
- Georgia Power
- Ingersoll Rand
- Packaging Specialties
- Heraeus

Workshops include:

- Building a dream team to accelerate your lean journey
- Just-in-time (JIT) multi-tiered supply chain flow
- Conflict is the root of all waste
- Leader standard work: Going to the Gemba with purpose
- Value added safety
- The discontinuous improvement journey
- Reflections on leading in a lean environment
- Kata

To learn more, go to <http://www.ame.org/atlanta> or contact Kim Humphrey, AMR National VP Alliances at kim.humphrey@att.net or (757) 897-4456.



Focus on Ethics (Sandra Dixon)

Are you confident your employees would report unethical behavior? Are you certain your employees know how to go about reporting unethical behavior? It is critical that a company foster a culture of doing the right thing and a climate in which employees feel that they can report unethical or suspicious behavior without the fear of retaliation if they witness, know of, or suspect the potential of unethical behavior whether it is occurring or will occur. An employee should feel encouraged to say something if they suspect wrongdoing and know that it is part of their duty and responsibility to say something. Information on how to go about reporting concerning behavior (Human Resources, an ethics officer, management, third party hotline, etc.) should be available to employees and regularly communicated.

On the HII supplier external website, you can find the following quick links for reporting:

- NNS OpenLine Web Reporting
<https://secure.ethicspoint.com/domain/media/en/gui/47460/index.html>
- Dept. of Defense Hotline
<http://www.dodig.mil/Components/Administrative-Investigations/DoD-Hotline/>

Have you checked out the NNS Supplier Ethics and Compliance web page? It is full of helpful information and quick links to content you need to know.

- Be aware of what's expected with the link to the Supplier Code of Conduct-Overview of NNS' expectations.
- Add to your tool kit with a DoD Hotline Poster or DoD Whistleblower Poster.
- Learn about NNS' Anti-Corruption Program/Policy.
- Get examples of various procedures to assist in creating a strong ethics and compliance program for your company.
- Find out how to report ethics and compliance issues.
- Review previous NNS webinars to enhance your knowledge.

Do yourself a favor, check it out!

<http://supplier.huntingtoningalls.com/sourcing/index.html>

Quality

Common Mistakes on New Welding Procedure Qualification Records (PQR)

(Kurt Lang)

For new Procedure Qualification Records submitted by suppliers, it is essential that the testing data be submitted for review. These test reports come in the form of non-destructive testing (NDT) reports and the destructive testing reports (DT). Since this information is treated as PQR data, it is not meant to be altered or modified once it has been reviewed and approved. Additionally, the supplier is responsible for assuring the quality of the information provided on these reports, which they review when they transfer that data onto the PQR. However, after surveying the NNS supplier Welding Engineering team the following were identified as common deficiencies found on the NDT reports and the DT Reports:

1. Test/specimen numbers listed on the PQR do not match test/specimen numbers on the test report.
2. PQR number called out by test report references a different PQR than what is being submitted or there is no direct link between the test sheet and the PQRs.
3. Mixing up bend test parameters such as listing the bend diameter rather than the radius. Dimensional data is sometimes listed in the wrong column on the test sheet (test specimen width listed under thickness and vice versa).
4. No revision record to track changes made to test forms.
5. Not supplying Radiographic Testing (RT) films for new PQRs when required by the purchase order. This requirement is typically found in Appendix K.
6. Different welder names listed on test reports for the same report.
7. Test reports dated prior to welding dates on PQR...

(Continued on Page 6)



*Dye Penetration Test on a South Dakota (SSN790) torpedo tube shutter door.
Photo by Chris Oxley*

Foreign Weld Rod Quality Alert

(Rudie Simpson)

During a recent audit of a Naval Nuclear Propulsion Program supplier, a Bechtel Marine Propulsion Corporation auditor identified weld rod packaging that listed China as the country of origin. China and India are not on the list of qualifying countries cited in DFARS 225.872.1 or DFARS 252.225-7002. The material test reports did not list the country of origin and the material test report letterhead was for a known U.S.-based welding material company, which caused the supplier to conclude the weld rods were of domestic origin. Recipients of this newsletter who provide material to Newport News Shipbuilding and have Appendix A-DoD Contracts included in their requirements should be aware that section 50 of Appendix A-DoD Contracts includes DFARS 252.225-7002, Qualifying Country Sources as Subcontractors.

You should be aware that other suppliers might assume that materials have been correctly sourced from a U.S.-based source, but are, in fact, acting as a distributor of foreign material whose country of origin does not appear on the material test report...

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Engineering

Shock Testing

(Patrick Minter)

Shock testing is often one of those last few hurdles to clear before you can deliver your equipment to NNS. Since it typically occurs late in the schedule shock is often treated as an afterthought, an attitude which can lead to expensive rework or schedule delays. But there's a better way! By taking shock into consideration early and often you can avoid many common costly mistakes. When designing your equipment and preparing for a test, keep the following in mind.

First off, is your equipment optimized to survive shock? A quick review of section 6.4 of MIL-S-901D or MIL-DTL-901E can be helpful in eliminating any shock-specific flaws early in the design process. Key ideas from this section include avoiding friction restraints, accounting for cable slack, incorporating strong latch designs, and selecting acceptable materials. Also, if using resilient mounts to reduce shock input into your equipment, it is highly recommended that you work directly with a mount expert. NNS, as well as several shock mount vendors, provide shock mount sizing services.

Second, is your shock test realistic? One of the primary reasons for repeat shock tests is that the original test did not accurately represent real-world conditions. Ensure your shock test depicts the ways in which your equipment will be installed and used. If equipment is typically installed in an electrical cabinet it should be tested inside that same cabinet. If an item is normally pressurized with water, it must be tested in a pressurized state. The same philosophy goes for shipboard orientation, mounting methods, and all other aspects of the item's installation and usage. Your shock test must represent the worst-case use.

Last, make sure your shock test isn't overly severe. Many times shock test procedures require absolutely no degradation in equipment performance. This is often overkill, and causes extra tests or redesign efforts which may not be needed. If there are reasonable momentary malfunctions, physical damage, or reduction in capacity which will allow the equipment to continue to perform its function please ensure that is incorporated into the shock procedure. It may save you time and effort during the test. By keeping these steps in mind during the planning of your upcoming shock test you will vastly improve the chances of a successful result.



ARKANSAS CGN 41 SHOCK TEST VIRGINIA-CLASS CRUISER

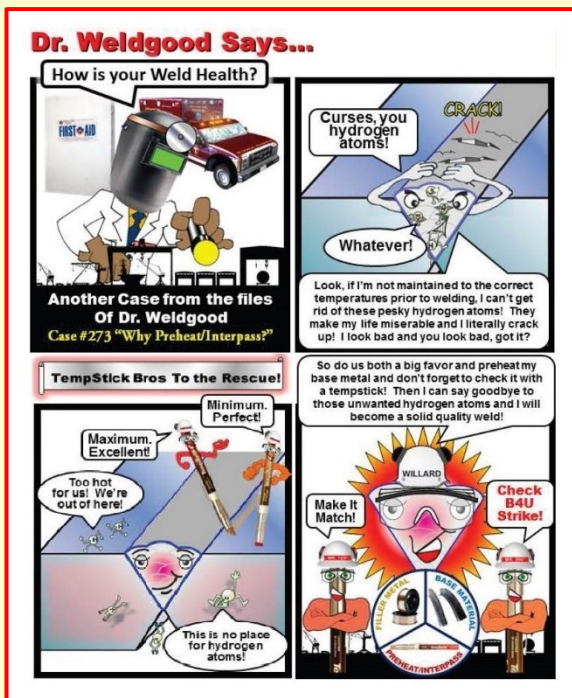
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(PQR Continued from Pg 4)

...Although many of these errors are editorial, they are errors that prevent procedures from getting approved by SUPSHIP. Due to feedback from SUPSHIP, the NNS supplier Welding Engineering team has been reviewing these forms along with the rest of the submittal. This added review, along with any deficiencies that may be found, delays the review process and may result in disapproval of the submittal.



Shipbuilder welding in Building 205. Photo by Ashley Major.



(Foreign Weld Rod Continued from Pg 4)

...All suppliers should review their procurement requirements and quality assurance oversight in regard to the purchase of materials from domestic and foreign sources to ensure proper compliance to all requirements.

If you have any questions or concerns with regards to this topic, please contact Marian Morrow, NNS Supplier Quality, email LettersofAdvisement@hii-nns.com or phone 757-688-0208.

Supplier Engineering Advocate (SEA)

This newsletter was put together by the members of the SEA group with the help of various members from around Newport News Shipbuilding providing articles from their area(s) of expertise. The SEA group is a dedicated team that coordinates with suppliers and NNS departments to resolve upstream material engineering issues to positively impact the Material Value Stream. Members of the SEA team are full-time professionals from various technical backgrounds that address a wide variety of material engineering challenges. You may contact the SEA group at SupplEngAdvocate@hii-nns.com or on the link provided below. <http://supplier.huntingtoningalls.com/sourcing/sea.html>



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