

NEWSLETTER

October 2020

In This Issue

- Message From Stephanie Conover.....1
- Supplier Quality Communications.....1
- Latest Newport News Shipbuilding Activities.....1
- Crane Completes Final Lift2
- Supplier Training3
- Doris Miller3
- HII to Provide Logistical Support.....5
- Temporary Changes During COVID-19 6

Key Dates

- Nov 26: Thanksgiving
- Nov 27: Day After Thanksgiving
- Dec 22: Last Day Before Shutdown
- Jan 4, 2021: Return From Shutdown

Message From Stephanie Conover

Stephanie Conover, Director, Supply Chain Procurement

As Newport News Shipbuilding has navigated the first half of 2020, it has been paramount that we work safely and take great care of our employees. Covid-19 has brought the realization that one cannot be too careful. Additionally, these same principles extend throughout the supply chain. At any one time NNS has over 700 plants across the country simultaneously building items for our great ships or for our great shipyard. These are the plants of our first tier suppliers, and when compounded with sub-tiers, it is a vast, extended supply chain.

NNS has a very large backlog, and key efforts have been put toward understanding suppliers’ capacities to accomplish NNS’ work to schedule. This quarter’s newsletter emphasizes the processes of software verification and supplier training – all critical items to support the supply chain’s commitments to the NNS Programs.

NNS Supplier Quality Communication

Daniella R. Delgado, Supplier Quality

Software Deliverables

NNS Supplier Quality has observed a consistent trend of software related defects where hardware has been shipped to HII-NNS without the required contract-specified software deliverables. Software deliverables provide the necessary objective quality evidence that the hardware supplied conforms to the requirements of the purchase order. Suppliers have a contractual obligation to ensure that their product meets all hardware and software requirements of the purchase order.

Continued on page 2

Latest Newport News Shipbuilding Activities

- [CVN 81 Will Be Named for World War II Hero Doris Miller](#)
- Leadership Changes at NNS —
 - ◊ [Vice President of Navy Programs - Matt Needy to succeed Ken Mahler](#)
 - ◊ [Director for Columbia-Class Submarine Program Selected - Brandi Smith](#)



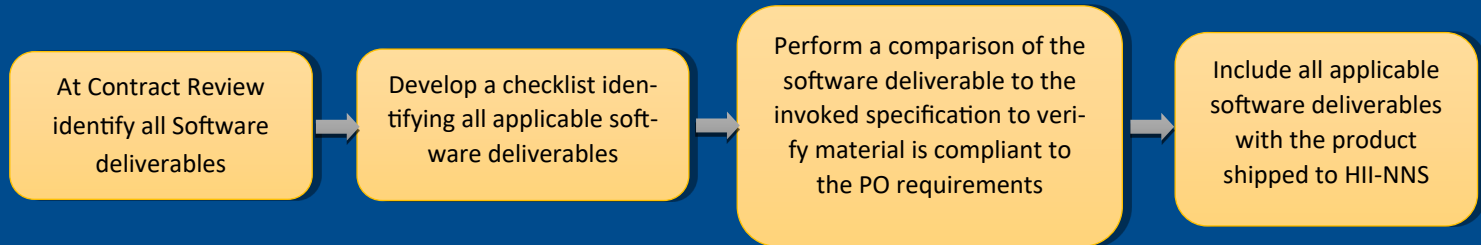


NNS Supplier Quality Communication

Continued from page 1

A process of software verification, as illustrated below, needs to be performed prior to any material shipped to HII-NNS. It is during this process, that all required software deliverables (e.g. mechanical, chemical, performance tests, C of C, Government Source Inspection, etc.) are reviewed for accuracy and compared to the invoked specification (and any PO modifications) to verify the material is compliant with the

contract requirements. Supplier Quality advises the use of a software deliverable checklist to aid in this verification process to ensure that all applicable deliverables are included with the hardware shipped to HII-NNS. It is also recommended that the Supplier’s Quality Control/Quality Assurance department validate and provide approval prior to the shipping process.

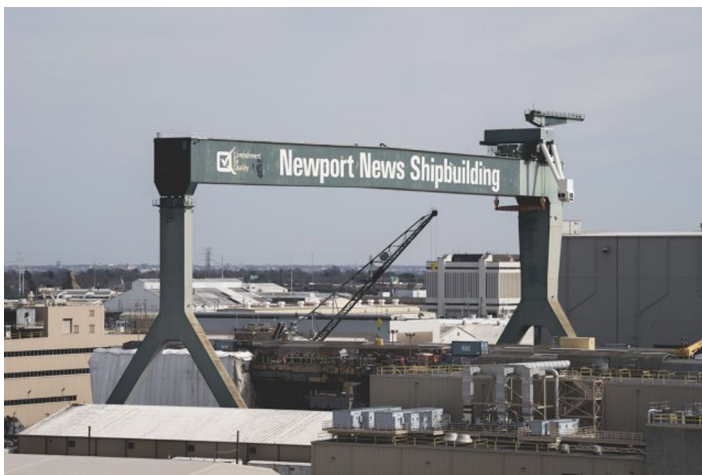


In the event that hardware is shipped to HII-NNS without the required software deliverables, a Quality Notification (QN) is created and issued to the Supplier documenting the discrepancy. In order to avoid a negative effect on the Supplier’s scorecard, a response is required by the Supplier within 48 hours of the QN being issued. This situation can be avoided with a software verification process.

If you should have any questions related to this topic, please contact HII-NNS Supplier Quality at NNSSupplierQuality@hii-nns.com or Daniella R. Delgado, Supplier Quality Engineer, at Daniella.R.Delgado@hii-nns.com.

Crane Completes Final Lift

Published May 27, 2020 at 2:22 PM in [All Hands](#)



Newport News Shipbuilding's green 310-long-ton Goliath gantry crane has helped build and overhaul nuclear-powered aircraft carriers for five decades. With that history, the lift of a single excavator on Thursday, May 21, may not seem particularly noteworthy – but it was.

It was the final lift the crane – built in 1969 – will perform at NNS. The crane had most recently been used for dock readiness work in preparation for the refueling and complex overhaul (RCOH) of USS *John C. Stennis* (CVN 74). Engineering Manager **Brian Jones** (O48) said the crane's certifications officially expired last weekend. This summer, crews will work to disassemble the crane, which will be scrapped.

The crane's successor – a 315-metric-ton Goliath gantry crane – came into service last fall.

This 2018 photo shows the crane during the dry dock portion of USS *George Washington*'s (CVN 73) refueling and complex overhaul (RCOH). Photo by **Matt Hildreth**

Supplier Training

Timothy Haas, Supplier Readiness

With an unprecedented amount of work already on the horizon, it became clear that the strength of the Newport News Shipbuilding (NNS) supply chain would be more critical now than ever. Structural suppliers will be building units and modules for Navy ships and NNS has recognized the need to work closely with our supplier's to ensure adherence to regulations and specifications. To spearhead this need, O52 (Outsourcing and Supplier Technical Integration) devised a plan to create video trainings as visual guidance for our suppliers. These trainings would illustrate the processes needed to support work on Virginia Class Submarines, Columbia Class Submarines, and CVN Aircraft Carriers.

O52 began assembling a group of subject matter experts (SMEs) in Welding, NDT and Coatings, to name a few, as well as project managers who would be working to develop the suppliers. The team of SMEs pinpointed processes and/or subjects that may present some challenges as our suppliers began moving forward with structural outsourcing. This direction was used to initiate the development of supplier training content. Knowing the amount of work on the horizon for NNS and its supply base, it is paramount that the supply base and NNS operates as one team to achieve first time quality and maximum efficiency to meet schedule and the customers' expectations.

In the beginning of this effort of changing the way NNS conducts business with our suppliers, O52 jump started the effort by developing an "Onboarding Video". To overcome the work on the horizon successfully, not only must we work as a team but, NNS recognized the need to help establish a cultural message in our supply base as some move from commercial to Navy work. Seeing aircraft carriers and submarines being constructed at NNS is not something the shop floor employees in the supply chain have the privilege of experiencing. This daily occurrence for NNS Shipbuilders inspires a sense of pride and honor every time a worker steps through the gate. It was this detail that the team was counting on to inspire and motivate the supply chain workers to set NNNS work

Continued on page 4

CVN 81 Will Be Named for World War II Hero Doris Miller

By: Huntington Ingalls Industries



Ship's Cook 3rd Class Doris Miller earned a Navy Cross for his actions during the Japanese attack on Pearl Harbor on Dec. 7, 1941. U.S. Navy photo

The fourth *Ford*-class aircraft carrier – CVN 81 – will be named in honor of Ship's Cook 3rd Class Doris Miller. Former Acting Secretary of the Navy Thomas B. Modly made the announcement during a Martin Luther King Jr. Day ceremony Jan. 20 in Pearl Harbor, Hawaii.

CVN 81 will be the second ship named in honor of Miller, and the first aircraft carrier ever named for an African American. This will also be the first aircraft carrier to be named in honor of a sailor for actions while serving in the enlisted ranks.

"Doris Miller stood for everything that is good about our nation, and his story deserves to be remembered and repeated wherever our people continue the watch today," Modly said. "In selecting this name, we honor the contributions of all our enlisted ranks, past and present, men and women, of every race, religion and background."

Continued on page 4

Supplier Training

Continued from page 3

apart and induce a heightened sense of duty.

Upon completion of the Onboarding and Temporary Attachments Trainings, the pilot videos were reviewed at a welding conference held at NNS by E37, Welding Engineering. During the conference held in Q4 2019, members of the supply base, Electric Boat and especially the Navy had the opportunity to review some of the original content that was developed and were impressed with the videos and the decision to take this approach. Per this vote of confidence, O52 has since taken a proactive approach to develop a library of trainings to issue to our suppliers. O52 to date, has created twelve videos for supplier consumption which are currently being reviewed. The vision of O52's training program is to further develop a library of training videos, offer NDT & Welding workshops, and increase face to face interactions to develop good working relationships with our suppliers. Our suppliers are an extension of NNS and we need to work together as one unit. We will hit adversities and overcome them together. O52 will strive to generate as many trainings as is needed to mitigate any risks and challenges, and we encourage our suppliers to identify areas that may need attention. Together we will be successful and always remember, "Always good ships".

If you have any questions or feedback please feel free to reach out to Tim Haas, O52 Supplier Training Lead at Timothy.A.Haas@hii-nns.com.

CVN 81 Will Be Named for World War II Hero Doris Miller

Continued from page 3

Miller was collecting laundry on *West Virginia* (BB 48), when the Japanese attack on Pearl Harbor began on Dec. 7, 1941. When the alarm for general quarters sounded, he headed for his battle station, an anti-aircraft battery magazine, only to discover that torpedo damage had wrecked it. Miller was ordered to the ship's bridge to aid the mortally wounded commanding officer, and subsequently manned a .50 caliber Browning anti-aircraft machine gun until he ran out of ammunition. Miller then helped move many other injured sailors as the ship was ordered abandoned due to her own fires and flaming oil floating down from the destroyed *Arizona* (BB 39). *West Virginia* lost 150 of its 1,500-person crew.

Miller's actions earned him a commendation from then Secretary of the Navy Frank Knox, and the Navy Cross, which was presented to him personally by Adm. Chester Nimitz, commander of the U.S. Pacific Fleet at the time. Miller died aboard *Liscome Bay* (CVE 56) in 1943 when the ship was hit by a torpedo and sank off Butaritari Atoll in the Gilbert Islands.

The Navy awarded Newport News Shipbuilding a contract to build *Enterprise* (CVN 80) and CVN 81 early last year.

"As shipbuilders, we have the distinct honor of being part of many historic firsts, and we are especially proud to build the first U.S. Navy aircraft carrier named in honor of an African American and enlisted sailor," said NNS President **Jennifer Boykin**.



U.S. Navy Selects Huntington Ingalls Industries to Provide Logistics Support for Surface Ships and Submarines

NEWPORT NEWS, Va., April 01, 2020 (GLOBE NEWSWIRE) -- Huntington Ingalls Industries' (NYSE: HII) Technical Solutions division was selected by the U.S. Navy to provide integrated logistics support (ILS) for the hull, mechanical and electrical (HM&E) systems and equipment installed on surface ships and submarines. The indefinite delivery, indefinite quantity (IDIQ), cost-plus-fixed-fee multiple-award contract has a potential value of \$41 million over five years, if all options are exercised.

“We take great pride in providing our customers around the globe with multiple logistics products and services to help them achieve their missions,” said Brad Mason, president of Technical Solutions’ Fleet Support business unit. “ILS development, maintenance and deployment to the warfighter is a critical part of how HII sustains our nation’s fleet.”

The IDIQ contract was awarded by the Naval Surface Warfare Center, Philadelphia Division, which is responsible for all ILS work related to the HM&E systems and equipment installed on U.S. Navy surface ships and submarines. Under the direction of the Life Cycle Logistics & Readiness Division, HII will execute services related to technical, process and programmatic support for integrated logistics and technical documentation.



Hot Shots December 2019 Photo by Matt Hildreth

Construction of Montana (SSN 794) nears completion at Newport News Shipbuilding.



Taken By: US Navy: Mass Communication Specialist 2nd Class Ruben Reed on 1/17/20

A T-45 Goshawk, assigned to Air Test and Evaluation 78) Squadron (VX) 23, lands aboard USS Gerald R. Ford’s (CVN 78) flight deck. Ford is conducting Aircraft Compatibility Testing to further test its Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG)

Return to 3 Shifts in August 2020

Newport News Shipbuilding returned to three shifts in August 2020. The shipyard had instituted a two-shift schedule in early May as part of its response to the ongoing COVID-19 pandemic.

- Shift schedule
 - ◇ 7:00 a.m. to 3:30 p.m. (first shift).
 - ◇ 4:30 p.m. to 1:00 a.m. (second shift).
 - ◇ 10:00 p.m. to 6:00 a.m. (third shift).
- Mask Requirements
 - ◇ In Transit
 - ◇ In Line for Services
 - ◇ In Common Areas
 - ◇ Within 6' of Others
- Cleaning
 - ◇ Cleaning their Own Personal Spaces Incl. Kitchenettes
- Open Parking
- New No-Drive Times 10/5/2020
 - ◇ 6:00—6:10 a.m.
 - ◇ 12:00—12:10 p.m.
 - ◇ 3:30—3:40 p.m.
 - ◇ 1:00—1:10 a.m.
- Lunch Period—Generally, lunch breaks will be 12-12:30 p.m. (first shift), 8:30-9 p.m. (second shift) and 2-2:20 a.m. (third shift).



Beating the Heat

This 2020 photo shows cooling face masks being distributed to NNS personnel. Photo appears in the August 3, 2020 Currents edition. Photo by **Matt Hildreth**



Supplier Ideas for Next Newsletter

We are looking for ideas for our next newsletter. What would you like to know or see. Please provide your ideas by October 1 to E-mail address:

SupplEngAdvocate@hii-nns.com