

NEWSLETTER

January 2021

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Key Dates

- Jan 4, 2021: Return From Shutdown
- Jan 18: Martin Luther King Jr. Day
- May 31: Memorial Day
- July 5: July 4th Observed

Message From Ray Montgomery

Ray Montgomery, Director, Strategic Sourcing

Is everyone ready for 2021? We have all made it through 2020 displaying perseverance, adaptability, tolerance and empathy. We have a better understanding of what it means and what it takes to be essential personnel for our U.S. Navy. We have all become amateur IT experts for ourselves, our co-workers and our families. We have become more patient with this “new norm” of working from home and home-schooling. We have allowed greater flexibility in our employees work / life balance needs, and perhaps been more receptive to the perspectives of our many co-workers, family members and neighbors. All of this, of course, came with those moments where we were frustrated and not our best selves. In the end we made it and can move forward with the best parts of what 2020 taught us. No one can predict how 2021 will play out, whether in our work lives or our home lives. One thing is fairly certain – that our dedication to the success of the U.S. Navy will be required at the same or an increasing level of commitment, and we stand ready to meet that call.

Welder Workmanship Training Improvement Needed Part 1

Greg Pike, Welding Engineering

Welder Workmanship Training (WWT) is a unique part of the qualification of welders as required by NAVSEA Technical Publication S9074-AQ-GIB-010/248 (Tech Pub 248). However, our supplier audit and assessment system strongly indicates the need for improvement. Paragraph 5.2.3(a) of Tech Pub 248 states that “Each welder and welding operator shall know the workmanship and visual inspection requirements of all the fabrication documents to which the welder will

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Latest Newport News Shipbuilding Activities

- Leadership Changes at NNS —
 - ◊ Vice President, Columbia-Class Submarine Construction - Charles Southall to Replace Jason Ward
 - ◊ Vice President, Engineering & Design - Dave Bolcar to Replace Charles Southall
 - ◊ Vice President, Virginia-Class Submarine Construction - Jason Ward to Replace Dave Bolcar
 - ◊ Vice President, In-Class Aircraft Carrier Program - Chris Minor to Retire; Todd West to Succeed



Welder Workmanship Training Part 1

Continued from Page 1

be working. To assure this knowledge, each welder and welding operator shall be trained and tested in accordance with a program meeting the requirements of 5.2.3.1.” That section states, “Training shall be administered in accordance with a program approved by one of the activity’s MIL-STD-271 certified level III nondestructive test examiners”. Note that NAVSEA T9074-AS-GIB-010/271 (Tech Pub 271) is the applicable version of MIL-STD-271. Welding and nondestructive test (NDT) experts from other agencies such as AWS Certified Welding Inspectors or ASNT-TC-1A level III examiners are not permitted to be the WWT examiner without individual NAVSEA approval.

It is best, but not required, that the WWT examiner is certified as a level III in the Visual Test (VT) inspection process to be able to train the activity’s welders in about 25 attributes. Examiners are typically adept at helping trainees identify and define these VT attributes, and use the appropriate tools and



Welds in Steel Production Facility
Published in Hot Shots, August 2020
Photo by Ashley Cowan

techniques to determine which indications are acceptable and which are defects that must be corrected. However, level III examiners are not usually as familiar with what causes welding discontinuities and what ways are best to correct VT defects. More importantly, the welders should learn what they can do to prevent defects and thereby, reduce the risk of letting some get past the inspection process. This is one of the reasons that NNS offers on our Supplier Website a downloadable version of the Welder’s Handbook. This Handbook can be incorporated into the supplier’s WWT training material and can be printed and provided to their welders as an excellent reference tool.

Workmanship for the welder is even further outside of the level III examiner’s area of expertise and therefore, more difficult for the examiner to appropriately acquire knowledge of and train the welders in. Workmanship can be defined as the things a welder has to do in conjunction with the Welding Procedure Specification (WPS) to comply with the Navy’s fabrication document requirements. A good starting point list of workmanship attributes is found in the welder surveillance program requirements of one such fabrication document, NAVSEA T9074-AR-GIB-010/1688 (Tech Pub 1688). Generally, the welders must know how to properly:

1. Verify and control filler metal, shielding gas and other consumables
2. Identify that base material specification, type and thickness match the WPS
3. Verify that the joint fitup, type and position match the WPS
4. Clean the base metal and each pass of weld metal
5. Apply preheat and maintain interpass temperatures required by the WPS
6. Set up the welding equipment and monitor the electrical welding parameters of the WPS
7. Verify that electrical parameters and travel speed are within heat input limits if required by the WPS
8. Perform visual inspection of each weld bead
9. Back gouge to clean metal and correct contour before welding the second side of a two sided joint
10. Prepare the weld for any subsequent nondestructive test (NDT) inspection, perform their final VT and complete any required documentation.

Examiners should request help for these items from the activity’s welding experts, such as welding engineers, weld trainers and quality managers. NNS provides suppliers and sub-tiers with free access to internet based NavNDT software that can be used to easily develop the Tech Pub 248 required WWT procedure. The information in this procedure can be used as a source to help develop training and test questions for the welders. The NNS Strategic Sourcing department has developed supplier training videos that are available to demonstrate our best practices for some WWT topics. Finally, the NNS Welding and Nondestructive Test Engineering department is developing a general welding procedure, tentatively named W-1000, to supplement the specific WPSs of suppliers and sub-tiers.

Welder Workmanship Training Improvement Needed Part 2

Greg Pike, Welding Engineering

The first part of this series discussed what Welder Workmanship Training (WWT) is and why it is typically difficult for the responsible level III examiner to teach certain parts to welders. Resources were provided to help overcome the two areas of weakness cited. This second part will focus on other problems and provide solutions:

1. How the WWT procedure gets Navy approved is not clear
2. The number and quality of test questions is low
3. Records are not complete or compliant

NAVSEA Technical Publication S9074-AQ-GIB-010/248 (Tech Pub 248) paragraph 5.2.3.1(a) requires that a WWT program procedure be Navy approved. Currently there are two ways to accomplish this. The first is for the WWT procedure to be written and signed by the activity's examiner then submitted through NNS or EB to the Navy. A second way is provided by agreements that EB and NNS have with the Navy, permitting the WWT procedure to be written based on outlines available in EB Specification 4186, and NNS Appendix K. These outlines require each supplier to provide customized details, after which they may self-approve without submittal. However, our audits indicate the required details and customization are often not being accomplished. Sometimes just a cover page with the copied outlines are being assembled and signed off as the WWT procedure by the examiner; this practice is not acceptable. A new way has been provided by internet based NavNDT software, which is available for free to NNS suppliers. It has a feature that can quickly generate detailed WWT procedures for each applicable fabrication standard. Such procedures can be further customized, and are considered by NNS to be compliant with the Appendix K outline.

Video Release — Virginia-Class Submarine Montana (SSN 794) Christened during Virtual Ceremony at Newport News Shipbuilding

By: Huntington Ingalls Industries



With one solid swing, the ship's sponsor, former Secretary of the Interior Sally Jewell christened the Virginia-class submarine Montana (SSN 794) as (from left) the ship's commanding officer Capt. Michael Delaney and Newport News Shipbuilding President Jennifer Boykin look on. Photo by Matt Hildreth/HII

NEWPORT NEWS, Va. (Sept. 12, 2020) -- In its first ceremony celebrating the U.S. Navy's newest fast-attack submarine in front of a virtual audience, Huntington Ingalls Industries (NYSE: HII) christened pre-commissioning unit *Montana* (SSN 794) today at the company's Newport News Shipbuilding division.

Due to COVID-19 restrictions on the size of public gatherings, the christening ceremony was hosted virtually at Newport News' Module Outfitting Facility.

"Yes, we are disappointed we couldn't host the normal pomp and circumstance today, and that our shipbuilders and their families couldn't be here in person to witness history. But as shipbuilders, we know the show must go on," said Jennifer Boykin, president of Newport News Shipbuilding. "Our work doesn't stop for a pandemic, just as the Navy's mission never ends. It is our honor, our duty and our calling to keep the wheels of shipbuilding turning, and in doing so, bring *Montana* one step closer to her ultimate mission of defending the United States of America."

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NNS Supplier Quality Communication

HII-NNS COVID-19 Protection Response Efforts

Daniella R. Delgado, Supplier Quality

Over the past nine months HII-NNS has adapted, evolved and implemented a number of protection efforts in response to the COVID-19 pandemic. Safety is a core value at NNS and the company is committed to providing a safe work environment for its employees, as well as safely partnering with our supply base in support of our country's naval shipbuilding mission. Captured below are just a few of many actions taken by NNS over this time period:

- NNS is following guidelines provided by the Centers for Disease Control and Prevention (CDC) and the Virginia Department of Health to slow the spread of COVID-19.
 - A social distance of six feet is to be maintained between an employee and others.
 - Cloth face coverings are mandatory when within 6 feet of another individual and while in transit.
 - Daily sanitation efforts across all work shifts are being performed with particular focus on high-traffic and high-touch point areas.
- Tracking and reporting of confirmed cases since the pandemic began in March 2020. Contact tracing is performed to identify employee's that may have come in contact with a COVID-19 confirmed individual. A quarantine period may be put in force as a result of the investigation performed.
- Established a website which provides the latest information and resources specific to NNS's COVID-19 response efforts. This information can be accessed via the External Supplier website under *COVID-19 Communications* at <https://supplier.huntingtoningalls.com>.
Also deployed a COVID-19 screen saver to remind employees of key information.

- Dr. Vijay Subramaniam recently joined NNS with specialty in respiratory and lung disease and will be advising the NNS COVID-19 crisis team.

NNS takes our COVID-19 response efforts seriously and will work with our suppliers to ensure that all applicable local rules, regulations and policies are identified and adhered to by NNS personnel while conducting audits, surveillances, inspections and/or work observations. To adhere to our employee's safety, NNS requests suppliers, who will be interacting with our staff, to follow CDC guidelines in wearing a mask or cloth face covering and maintaining a social distance of 6 feet or more. As we move forward into 2021, this partnership is necessary in ensuring we continue to safely fulfill our responsibilities as a "critical infrastructure industry."

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.

Screen shots depicting *NNS COVID-19 Supply Base Communications* located on the External Supplier webpage and NNS COVID-19 screen saver information.

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<https://supplier.huntingtoningalls.com/sourcing/covid-19-communications/>

The screenshot shows the supplier portal for Newport News Shipbuilding, a division of Huntington Ingalls Industries. The page features a navigation menu with options like 'Who We Are', 'What We Do', 'Employees', 'Suppliers', 'News & Media', and 'Careers'. A search bar is located in the top right. The main header area includes the NNS logo and a 'Hill Stock' indicator. Below the navigation is a large banner for 'NNS Suppliers' with buttons for 'Become a Supplier' and 'Purchase Order Resources'. The main content area is titled 'NNS COVID-19 Supply Base Communications' and contains a red text announcement: '**We are awaiting guidance from the DoD superiors on how to prepare and process COVID 19 Section 3610 claims. Once that guidance is released, we will work to formulate and communicate guidance for processing claims. Your patience is appreciated.**'. Below this is a section for 'Communications from NNS to Suppliers' with a list of 13 items, including various messages and alerts from 2020. A final section, 'NNS Company Announcements', lists the 'NNS COVID-19 Website' and 'HII COVID-19 Website'. On the left side, a sidebar menu lists various resources, with 'COVID-19 Communications' highlighted in a yellow box.

Home

Become a Supplier

Small Business Office

Purchase Order Resources

Existing Supplier Resources

NNS Facility Access Information

Supplier Training

Supplier Ethics and Compliance

Webinars

Conferences/Seminars

Supplier Communications

Other Useful Resources

FAQ, Feedback, and Suggestion Box

Announcements & Quality Alerts

COVID-19 Communications

NNS COVID-19 Supply Base Communications

****We are awaiting guidance from the DoD superiors on how to prepare and process COVID 19 Section 3610 claims. Once that guidance is released, we will work to formulate and communicate guidance for processing claims. Your patience is appreciated.****

Communications from NNS to Suppliers

- Message to Suppliers 7-16-20
- Message to Suppliers 5-27-20
- Message to Suppliers 4-29-20
- Quality Control Alert to Suppliers 4-16-20
- BPMI - Quality Control Alert
- Message to Suppliers 4-16-20
- Message to Suppliers 4-14-20
- Message to Suppliers 3-24-20
- Message to Suppliers 3-20-20
- Message to Suppliers 3-15-20
- Message to Suppliers 3-2-20
- COVID-19 Supplier Impact Reporting Template

NNS Company Announcements

- NNS COVID-19 Website
- HII COVID-19 Website

Video Release — Virginia-Class Submarine Montana (SSN 794) Christened during Virtual Ceremony at Newport News Shipbuilding

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Boykin also applauded the work and craftsmanship of more than 10,000 shipbuilders from Newport News and its partner, General Dynamics Electric Boat who continue to assemble *Montana*. She also acknowledged the support of the supplier base — more than 5,000 companies in all 50 states — that provided parts and materials critical to *Montana*'s construction.

Former Secretary of the Interior Sally Jewell, the ship's sponsor, smashed a bottle of sparkling wine across the bow to mark the christening of the submarine that honors the state of Montana.

"I am grateful to the shipbuilders and dedicated Navy officers and crew for building and readying *Montana* for service to our nation and the world," Jewell said. "It is a privilege to bless and christen this incredible submarine, and to join the current and future submariners as their shipmates for life."

The virtual event included pre-taped segments where maid of honor Mariah Gladstone, of the Blackfeet Nation in Montana, recited a Native American blessing and members of the Confederated Salish and Kootenai Tribes, of Flathead Indian Reservation, performed a traditional Native American honor song. Rep. Robert C. Scott, of Virginia; members of the Montana congressional delegation including Sens. Jon Tester and Steve Daines, as well as Rep. Greg Gianforte; and General Dynamics Electric Boat President Kevin Graney also offered pre-recorded remarks celebrating the ship's milestone.

Vice Adm. Richard P. Snyder, the Navy's inspector general, also was in attendance.

In his keynote address, Acting Undersecretary of the Navy Gregory J. Slavonic said: "*Montana* will enhance our fleet with next generation stealth, surveillance and special warfare capabilities. This powerful platform is proof of an ironclad relationship between the Navy and industrial partners who form the backbone of our maritime strength. While this submarine has the capacity to project power on the surface and undersea, it's important to recognize the people in every stage of bringing this ship to life because our people make a difference. *Montana* is proof of what teamwork of all the people — civilian, contractor and military — can accomplish together."

PCU *Montana* is the second Navy warship bearing the state's name. The first USS *Montana* (ACR-13) was an armored cruiser built at Newport News Shipbuilding and launched in 1906. During the ceremony, a replica of the bell that sailed on the first *Montana* was rung. The bell will be formally presented to the crew at the ship's commissioning, and will be part of the submarine for its entire service life.

"Today is an exciting day for the Navy and the crew as our sponsor christened the Navy's newest *Virginia*-class submarine, the *Montana*," said Capt. Mike Delaney, commanding officer of the pre-commissioning unit.

"While the coronavirus precluded most of the crew's participation in this ceremony, it in no way diminishes the great accomplishment. I couldn't be prouder of the way the crew of *Montana* alongside our shipbuilding partners have adapted to the new normal and focused on responsibly living up to our mission. This is not all too surprising given the innate resiliency and toughness I've seen my whole career in the submarine force. This submarine, like all the individuals who have contributed to getting it to this major milestone, will stand as a reflection of strength through adversity."

Three of *Montana*'s crew members hail from the state of Montana.

Construction of *Montana* began in 2015 under a teaming agreement with Electric Boat. The submarine achieved pressure hull complete earlier this year, and is about 85% complete. *Montana* is scheduled for delivery to the Navy in late 2021.



A protective covering is removed from *Montana* (SSN 794) bow flag in Hot Shots, October 2020
Photo by Matt Hildreth

Photo Release — Huntington Ingalls Industries Awarded Contract for Single-Phase Delivery of Aircraft Carrier John F. Kennedy (CVN 79)

By: Huntington Ingalls Industries

NEWPORT NEWS, Va., Nov. 02, 2020 (GLOBE NEWSWIRE) -- Huntington Ingalls Industries (NYSE: HII) has received an undefinitized contract award from the U.S. Navy to shift the delivery strategy for the aircraft carrier *John F. Kennedy* (CVN 79) from a two-phase delivery to a single phase.

The contract action announced today revises the two-phased delivery approach originally planned for the second ship in the *Gerald R. Ford*-class of carriers. It comes as a result of extensive collaboration with the Navy to support legislative requirements for *Kennedy* to be delivered with its complete warfare system, including F-35 Joint Strike Fighter capabilities, before the ship is commissioned into the fleet.

The contract action has a potential total value of up to \$315 million, provides initial funding for the procurement of long-lead material and planning, and is expected to be definitized next year.

We are pleased to have worked with the Navy to adopt lessons learned in the construction of USS *Gerald R. Ford* (CVN 78) to improve cost, production and planning efficiencies on *Kennedy*,” said Lucas Hicks, Newport News’ vice president of new construction aircraft carrier programs. “We believe that the single-

phase approach ensures the most effective build plan for all remaining work and provides the best value for the Navy by supporting its ability to accelerate operational deployment of this maritime force asset.”

Kennedy is approximately 76% complete. The ship was launched in December 2019, and currently is undergoing additional outfitting and testing at the company’s Newport News Shipbuilding division. The ship is scheduled to be delivered to the Navy in 2024.

Kennedy will continue the legacy of highly capable nuclear-powered aircraft carrier platforms. *Ford*-class enhancements incorporated into the design include flight deck changes, improved weapons handling systems and a redesigned island, all resulting in increased aircraft sortie-generation rates. The *Ford*-class also features new nuclear power plants, increased electrical power-generation capacity, allowance for future technologies, and reduced workload for sailors, translating to a smaller crew size and reduced operating costs for the Navy.



In this aerial photograph, the aircraft carrier John F. Kennedy (CVN 79) sits at Pier 3 at Newport News Shipbuilding division. The ship is approximately 76 percent complete and is progressing through final outfitting and testing. Photo by Matt Hildreth/HII



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 April 1 to

E-mail address:

SupplEngAdvocate@hii-nns.com