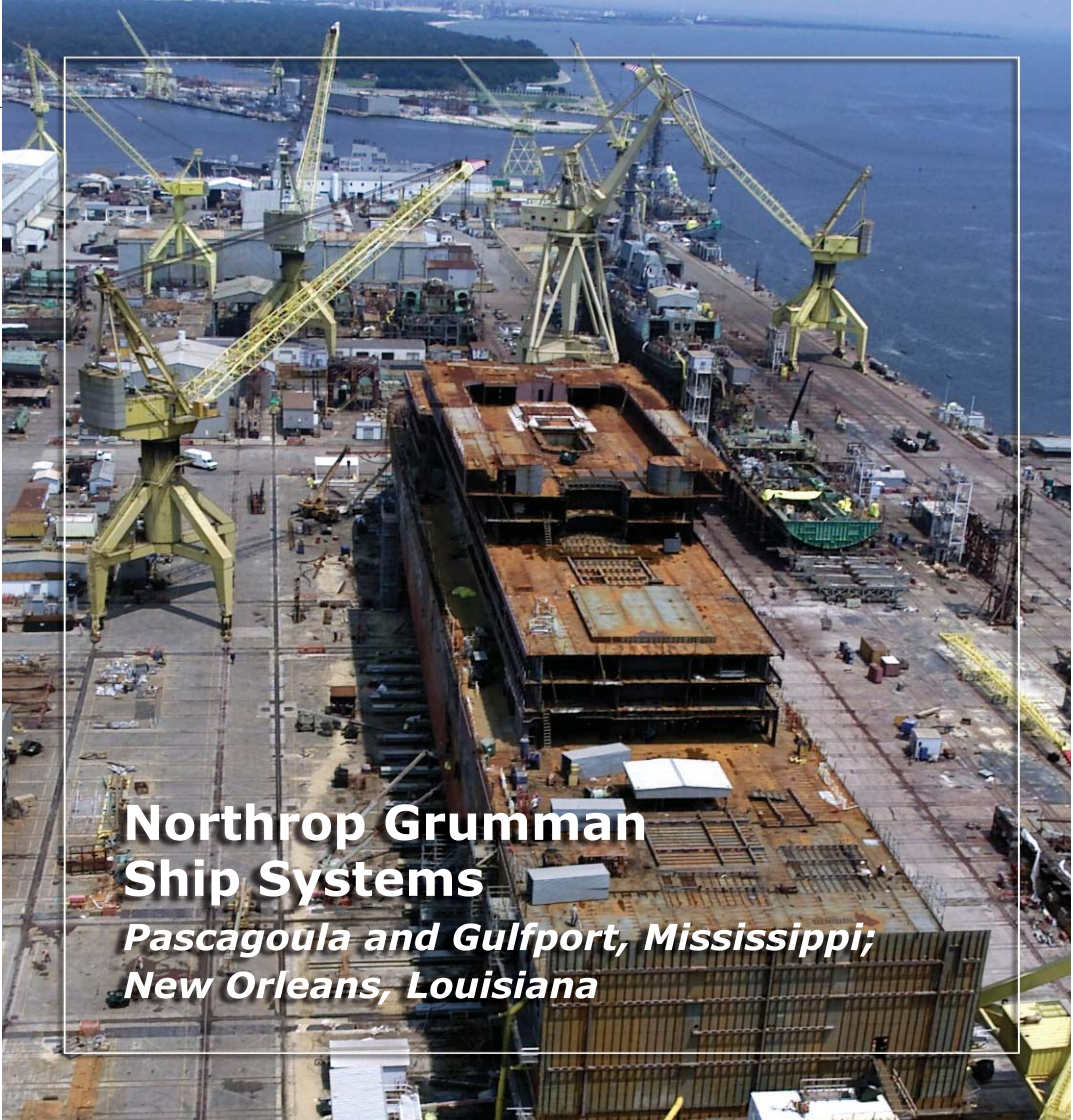


**Client:**  
Northrop Grumman  
Ship Systems

**Project Value:**  
\$400 million

**Project Duration:**  
2002–2007

**Parsons  
Responsibilities:**  
construction man-  
agement, program  
management, engi-  
neering, design  
and procurement



## **Northrop Grumman Ship Systems**

**Pascagoula and Gulfport, Mississippi;  
New Orleans, Louisiana**

Parsons' shipyard-building experience dates back to World War II for our clients building tankers, cargo ships and troop transports for British and American forces. Today, Northrop Grumman turns to Parsons for rapid, multisite design and construction expertise. In partnership with shipyard officials, Parsons is helping Northrop Grumman meet the rigorous demands of future naval deployment activities.

In May 2003, Parsons was awarded a master services agreement by Northrop Grumman Ship Systems (NGSS) to be the engineer, designer, construction manager and program manager for a 5-year, \$400-million facilities modernization and expansion program at three NGSS shipyards in Mississippi and Louisiana. Northrop Grumman Corporation is the world's largest naval shipbuilder, with expertise in every class of nuclear and non-nuclear vessel. Northrop Grumman Ship Systems is building ships for the U.S. Navy, U.S. Coast Guard, and a range of maritime customers.

The three NGSS shipyards in Pascagoula and Gulfport, Mississippi, and New

Orleans, Louisiana are building ships for the U.S. Navy. The Ingalls operations in Pascagoula was built in 1939 as a 178-acre facility. In 1967, Parsons provided design, procurement and construction services for Ingalls' 611-acre expansion and modernization. Today, Ingalls is building guided missile destroy ships and is the exclusive provider of Wasp LHD Class large-deck, multipurpose amphibious assault ships. They are also building LPD Class amphibious assault ships. In addition, the Ingalls operations will lead the design, prototype development and testing of the Navy's advanced 21st-century surface combatant, DD(X), and is the lead yard for a new U.S. Coast Guard deep water vessel program.

The Avondale operations, 12 miles upriver from downtown New Orleans, has been in continuous use since 1938. This shipyard has direct access to the Gulf of Mexico via the Mississippi River and the U.S. interstate and rail systems. Avondale is the prime contractor for LPD Class amphibious assault ships. Avondale is also building double-hull tankers for a private oil company.

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Existing panel shop at Avondale; all new steel fabrication equipment will be installed.



Ingalls operations—the square area above the river was designed and built by Parsons in 1967.



Ingalls' new ship erection area with existing blast and paint facility in the background.



Expanded composite cutting facility at Gulfport.



Avondale operations—provides direct access to the Gulf of Mexico via the Mississippi River and the U.S. interstate and rail systems.

The Gulfport operations in Gulfport, Mississippi, the center of excellence for composite shipbuilding, started this endeavor by building five fiberglass mine sweepers for the Navy's use in the Gulf War. This shipyard focuses exclusively on the design and construction of composite (fiberglass) ships.

Parsons' contract includes full program and construction management, including engineering, procurement, subcontracting, and construction for modernization projects at each of the three NGSS operations. Parsons began facilities assessment of NGSS's modernization plan for these three shipyards in May 2002 and has continued to provide engineering and schematic design services for the same shipyards.

Parsons will be upgrading the shipyard facilities in the areas of electrical distribution, blast and paint, cranes and rails, steel fabrication, administration buildings, erection facilities, and resource recovery facilities.

Parsons has been credited with brokering a project labor agreement (PLA) with local trade unions that ensures labor harmony including no strikes, labor disruptions or lockouts for the life of the shipyard program.

The PLA guarantees open bidding to both union and non-union shops, wages and benefits per the local collective bargaining agreements, standardized work rules, local hiring preferences, and a "Helmets to Hardhats" program adopted to give preference to returning veterans.

The NGSS program has also implemented the latest Parsons Safety, Health and Security Program requirements including the START Program (Supervisor Training Accident Reduction Technique). The program places unequaled emphasis on error-free performance. It is managed through guiding principles that ensure that management at all levels is committed to the program, that line organizations are responsible and accountable for implementation of the program, that supervisors possess the skills and competencies to carry out the program, and that all employees must comply with safety, health and environmental requirements. The program strives for continuous improvement in error-free performance. On this project it has resulted in 273,000 manhours without a recordable incident. This record is extremely significant in a dangerous shipyard environment where 15,000 employees are working while sections of ships are lifted high overhead.