



CLIENT:

Roy Anderson Corporation

Overview

Northrop Grumman Ship Systems, headquartered in Pascagoula, Miss. is one of the nation's leading full-service systems companies for the design, engineering, and construction of major surface ships for the U.S. Navy, U.S. Coast Guard, and international navies. The Pascagoula facility is responsible for building the amphibious assault ship, the Makin Island—the largest ever built at 844 feet long. In addition, they will also be building the second Gerald R. Ford class aircraft carrier (CVN 79) which is yet to be named. With all of this activity, the facility needed to undergo significant improvements to handle current and future contracts for increasingly large-surface vessels. Roy Anderson Corp. of Gulfport, Miss. was awarded the contract to facilitate these improvements, including major renovations to the concrete and steel rail systems necessary to move ship components around the yard during vessel construction.



**“The Gulf Coast needs
this company to stay”**

Plan

Because much of the concrete in place prior to the renovation needed to be torn out, deep concrete sawing would be necessary during the demolition process. In addition, in order to secure the new steel rails with anchor bolts to the new concrete, thousands of holes—some as large as 10 inches in diameter—needed to be drilled.

Process

At the start of this project, Diamond mobilized 14 equipment operators and eight slab saws between Christmas and New Year's to saw more than 7,000 linear feet of concrete as deep as 24 inches thick. This sawing needed to be completed within the five-day window allowed by the client so that the substantial demolition of the old concrete and existing rail system could start. Diamond utilized diesel powered equipment manufactured by Husqvarna with a generating capacity of 84 horsepower at the blade.

Subsequent sawing was necessary at various tunnel and slab intersections where, Diamond combined slab sawing, wall sawing and chain sawing to precisely cut the concrete, where necessary, for demolition. Diamond also cored more than 100 10-inch holes in 12 inch concrete walls for dowel shear pins. In addition, Diamond drilled and epoxied over 11,500 seven-eighths-inch" dowel holes for securing the newly installed rail to the concrete in three bays. Diamond surpassed the client mandated schedule of coring 600 holes per day.



Outcome

According to George Zorn, estimator with Roy Anderson Corp., working with Diamond during the estimating and bidding process "was great."

"Quoting was fast and Diamond understood the scope of work being quoted," said Zorn. "A lot of times, contractors in their trade don't fully understand the work that needs to be performed. I look forward to bidding projects with Diamond again."

Jason Taylor, project manager with Roy Anderson Corp. also gave Diamond high marks when he said: "None of the other concrete cutting companies I have used in the past have been as professional. Diamond came to my project with up-to-date equipment and knew what they were doing. They regularly beat our own internal production estimates, in some cases drilling twice as many holes in a given time period than we expected. The Gulf Coast needs this company to stay."

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