

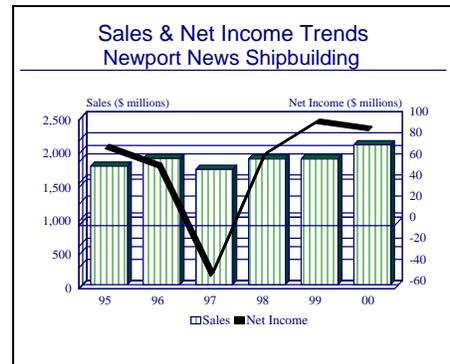
ARCHIVED REPORT

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Newport News Shipbuilding – Archived 1/2003

Outlook

- Following a six-month takeover battle with General Dynamics, Northrop Grumman officially claimed victory in late 2001 by signing a definitive agreement to acquire NNS
- The current defense budget provides a solid foundation for the company in the years ahead
- In January 2001, NNS was awarded a \$3.8 billion contract for the design and construction of the tenth Nimitz class aircraft carrier, CVN 77



Headquarters

Newport News Shipbuilding
4101 Washington Avenue
Newport News, VA 23607
Telephone: (757) 380-2000
Web site: <http://www.nns.com>

Following its spin-off from Tenneco in late 1996, Newport News Shipbuilding became America's largest privately owned shipyard. For more than a century, the company has designed, built, overhauled and repaired a wide variety of ships for the US Navy and commercial

customers. It is the only yard in the United States capable of building and servicing a full range of surface and submersible ships. It is best known for building the Nimitz class aircraft carriers, Virginia class guided missile cruisers and the Los Angeles class attack submarines.

At the beginning of 2001, the company employed approximately 17,000 people. Newport News Shipbuilding's stock is traded on the New York Stock Exchange under the symbol "NNS."

Structure and Personnel

William P. Fricks
President and CEO, Newport News Shipbuilding
Thomas C. Schievelbein
Executive Vice President, Chief Operating Officer
Charles S. Ream
Senior Vice President and Chief Financial Officer
Stephen B. Clarkson
Vice President, General Counsel, and Secretary
William G. Cridlin, Jr
Vice President and General Manager, Submarines
Irwin F. Edenzon
Vice President, Technology Development and Fleet Support

Roger Eshelman
Vice President, Aircraft Carrier Overhaul and Nuclear Engineering
Robert L. Gunter, Jr
Vice President, Engineering
Stephen C. Hassell
Vice President and Chief Information Officer
Alfred Little, Jr
Vice President, Human Resources and EH&S
Marc Y.E. Pelaez
Vice President, Business & Technology Development
C. Michael Petters

Vice President, Contract Management
 John E. Shepard, Jr
 Vice President, Manufacturing and Materials
 D. Scott Stabler II
 Vice President, Aircraft Carrier Construction
 Patrick A. Tucker
 Vice President, Government Relations
 William B. Weaver, Jr
 Vice President, Planning and Facilities
 Charles P. Wingfield, Jr
 Vice President and Controller

D. Rick Wyatt
 Treasurer

Product Area

Newport News Shipbuilding is focused exclusively on shipbuilding. The company manages its operations in the following manner:

1. Construction
2. Fleet Services
3. Engineering
4. Related Business & Other

Construction. Newport News makes the country's Nimitz class aircraft carriers and some of the SSN-688 Los Angeles class submarines. As the sole designer and builder of Nimitz class aircraft carriers, NNS is currently constructing two carriers for the US Navy – the *Harry S. Truman* and the *Ronald Reagan*. Design and planning for the next Nimitz class carrier, CVN 77, is also under way.

Fleet Services. This unit handles aircraft carrier refuelings, carrier overhaul, and other Navy fleet maintenance. The overhaul and repair of Navy aircraft carriers has been a core competency for over three decades. As the only private shipyard capable of refueling Nimitz class carriers, Newport News expects to perform a carrier refueling every three to five years for the next several decades, beginning with the arrival of USS *Nimitz* in mid-1998.

Engineering. This segment focuses on aircraft carrier and submarine design and engineering. Newport News is currently supporting the design and development of the Navy's newest weapons platforms, including the next-generation aircraft carrier (CVX), and the New Attack Submarine (NSSN).

Facilities

Newport News Shipbuilding, 4101 Washington Ave, Newport News, VA 23607. Telephone: (757) 380-2000. The company's shipbuilding facilities are located on the James River in Virginia on approximately 475 acres. In addition, the company's Industrial and Nuclear businesses are on, or contiguous to, the shipbuilding properties.

At the James River location, Newport News designs, builds, repairs, and overhauls US Navy ships, aircraft carriers and submarines, and repairs commercial ships. The company has not built commercial ships since the mid-1970s. However, it modifies existing vessels, specializing in "jumboization."

The company has a 72-year-old shipbuilding apprentice school, founded in 1919, that receives some 1,000 applications yearly for its 300 openings. About 800 students are enrolled at a given time.

Newport News Reactor Services, Idaho Falls, ID.

Continental Maritime, 1995 Bay Front Street, San Diego, CA 92113-2122. Telephone: (619) 234-8851. This subsidiary specializes in naval and commercial ship modernization, repair and maintenance.

Corporate Overview

Newport News Shipbuilding is America's largest warship builder. The company divides its business into four segments: Construction, which accounts for 46 percent of the company's sales; Fleet Services, which generates 38 percent of sales; Engineering, which

contributes 15 percent to sales; and Related & Other, making up the remaining 1 percent of sales.

New Products and Services

CVN 77. In January 2001, Newport News Shipbuilding was awarded a contract by the US Navy for the design and construction of the tenth Nimitz class aircraft carrier, CVN 77. The as-yet unnamed CVN 77 will serve as the first transition ship to a new class of carriers. The contract is valued at approximately \$3.8 billion and the carrier is scheduled for delivery in 2008. Unlike other Nimitz class carrier construction contracts, Newport News Shipbuilding is also responsible for delivering the ship's warfare system, a task previously performed by the Navy. This includes development and procurement of the warfare system through a subcontract to Lockheed Martin, and overall integration of the warfare system into the ship.

CVNX. In October 2000, Newport News Shipbuilding was awarded a US Navy contract valued at approximately \$161 million for research and design development engineering services in support of the future aircraft carrier program, CVNX. Work performed under the contract will include research and development tasks such as systems specifications, design weight estimates, preliminary logistics data, electromagnetic aircraft launching system design integration and preliminary construction planning. Newport News Shipbuilding is currently performing design work and preliminary construction for the CVN-77, the transition ship to the new class of carriers. It is scheduled for delivery in 2008. Construction of the first ship of the new class of carriers, CVNX-1, is scheduled to begin in 2006, with construction of the second ship, CVNX-2, several years thereafter. CVNX-1 and X-2 will be the first two ships in a new, 21st-century generation of aircraft carriers. Starting with CVN-77 and culminating with CVNX-2, a host of technological improvements will be introduced in order to lower operating costs and improve combat capabilities.

New Attack Submarine. In October 1998, the US Navy awarded NNS and teammate Electric Boat Corporation a contract to jointly build the New Attack Submarine (NSSN). The contract is valued at \$4.2 billion. Newport News and Electric Boat entered into a teaming agreement to build the new class of submarines in 1997. NNS and Electric Boat will each construct certain portions of the New Attack Submarine and perform final assembly, testing and outfitting. Final delivery will alternate between the two companies. The lead ship of the class, recently named *Virginia*, will be delivered in 2004.

Plant Expansion/Organization Update

Information Subsidiary Restructured. In December 2000, Newport News Shipbuilding restructured its Information Services division into a wholly-owned subsidiary named Naptheon Inc. Services provided by Naptheon include telecommunications, distributed and mainframe computer services and office services. Naptheon will be the exclusive provider of information services to Newport News Shipbuilding and will be located in Newport News, VA.

Incorporated in Delaware, Naptheon Inc will be made up of approximately 500 employees who currently work in the Information Services division at NNS. NNS Executive Vice President and COO Tom Schievelbein will serve as Chairman of the new subsidiary and NNS Vice President and Chief Information Officer Stephen C. Hassell will serve as President and CEO. In addition to his Naptheon duties, Hassell will continue to serve as Vice President and Chief Information Officer for Newport News Shipbuilding.

The name Naptheon comes from the Greek words "nafpeyeion" which means shipbuilding and "theon" which means excellence.

NNS to Exit Commercial Shipbuilding. In March 1998, NNS announced changes in its commercial shipbuilding business that effected a reduction in the number of ships to be built and a subsequent withdrawal from the market by mid-1999. A pre-tax charge of roughly \$150 million was taken against 1997 results to include projected contract cancellation and program close-out costs and the recognition of higher-than-expected production costs on commercial ships currently under construction. The company received contracts to construct eight product tankers. Under the agreement reached with its customers, Newport News is completing construction of five of these tankers; the remaining three contracts have been canceled.

Mergers/Acquisitions/Divestitures

Northrop Grumman Wins Battle for NNS. In November 2001, following a six-month takeover battle with General Dynamics, Northrop Grumman officially claimed victory by signing a definitive agreement under which Northrop Grumman will acquire Newport News Shipbuilding. The announcement came quickly on the heels of a Department of Justice's decision to close its investigation of merger, thereby allowing the transaction to proceed unhindered.

The boards of directors of both companies approved the terms of the transaction in which Northrop Grumman will acquire all the outstanding shares of Newport News. In an exchange offer, Newport News Shipbuilding's shareholders may elect to receive either \$67.50 per share in cash or a number of shares of

Northrop Grumman common stock designed to provide a value of \$67.50, subject to certain limitations and proration procedures. Northrop Grumman expects to promptly amend its existing offer documents in order to reflect the merger agreement.

Following the completion of the exchange offer, Northrop Grumman will consummate a second-step merger in which all of the remaining Newport News Shipbuilding shareholders will have the same right to elect to receive cash or shares of Northrop Grumman stock as described above.

“We are very pleased with our strategic acquisition of Newport News,” said Kent Kresa, Northrop Grumman chairman and chief executive officer. “With Newport News, we are creating a \$4 billion world-class, fully capable shipbuilding enterprise with expertise in every class of nuclear and non-nuclear naval vessel. Newport News’ long and distinguished history and reputation for innovation and excellence in shipbuilding are highly regarded worldwide.”

Following the close of the transaction, Newport News will initially be operated as a Northrop Grumman sector. Longer term, Northrop Grumman plans to combine its two shipbuilding businesses into one operating sector. Thomas Schievelbein, currently Newport News’ executive vice president and chief operating officer, will become president of the Newport News operating sector. He will also serve on Northrop Grumman’s corporate policy council. Mr. Fricks has announced his intention to retire once the transaction has been finalized.

The acquisition is valued at approximately \$2.6 billion, which includes the assumption of approximately \$500 million of Newport News Shipbuilding debt. The exchange offer, subject to the tendering of a majority of the outstanding Newport News Shipbuilding shares, is expected to close by the end of November. Citigroup’s Salomon Smith Barney acts as principal strategic advisor to Northrop Grumman and represented the company in the transaction. JP Morgan Chase also provided financial advice. Newport News Shipbuilding was advised by Credit Suisse First Boston.

Abu Dhabi Stake Reduced. In January 2000, Newport News reduced its 40 percent stake in Abu Dhabi Ship Building in the United Arab Emirates to 20 percent. Under the new ownership structure, France-based Constructions Mécaniques de Normandie will hold the other 20 percent, while the UAE controls the remaining 60 percent. Abu Dhabi Ship Building will become a shareholder in Constructions Mécaniques and together both companies will acquire a stake in NNS International, a unit of Newport News Shipbuilding.

Merger Mania. Following Newport News’ early 1999 bid to acquire Avondale, General Dynamics made an unsolicited offer to purchase Newport News, putting the Avondale transaction on hold. In April 1999, the Department of Defense announced that it did not support the proposed General Dynamics acquisition of Newport News, thus allowing Newport News to proceed with its Avondale purchase. However, in May 1999, Litton made an offer to purchase Newport News and Avondale in separate transactions. The Pentagon voiced its opposition to a Litton/Newport News tie-up on competition and other grounds, but the government did allow Litton to purchase Avondale for \$529 million. Newport News had a chance to rebid for Avondale but decided not to raise its bid from its initial \$470 million offer.

Continental Maritime Acquired. In December 1997, Newport News extended the geographic reach of its fleet support capabilities, acquiring San Diego-based Continental Maritime Inc (CMI). Continental Maritime services and supports the Navy’s West Coast carrier fleet, and is part of the company’s strategy to broaden fleet maintenance capabilities to the US Navy.

San Diego, the Navy’s primary home port on the West Coast, ultimately will be home to three nuclear-powered aircraft carriers: *Nimitz*, *John C. Stennis*, and *Ronald Reagan*. Newport News and Continental Maritime expect to augment the Navy’s maintenance capabilities for these carriers, while providing support for other ships in the West Coast fleet.

CMI was acquired through the issuance of 497,031 shares of the company’s common stock.

Teaming/Competition/Joint Ventures

Permanent Magnet Motor. In June 2000, Ingalls Shipbuilding, leader of the DD 21 Gold Team, selected an industry team led by Newport News Shipbuilding for the preliminary design of an electric drive propulsion system. The Gold Team will incorporate Newport News’ Permanent Magnet Motor (PMM) design into its Initial System Design proposal for the US Navy’s next-generation surface combatant, the DD 21 Land Attack Destroyer. The Newport News PMM team, which also includes Kaman Aerospace Corporation (KAC) and Power Technologies Inc (PTI), will be prepared to deliver a prototype PMM in 2004 and the first production units in mid-2006. The team’s proposed PMM design, based on a Brushless Direct Current, Segmented Stator Motor concept, is easier to manufacture and maintain than other technologies. Also, it is scaleable to sizes required for main propulsion drives on DD 21.

AMSEC LLC. In March 1999, Newport News Shipbuilding (NNS) and Science Applications International Corporation (SAIC) formed a limited-liability company (LLC) that offered a range of competitively priced fleet services to the US Navy. The new company will be named AMSEC LLC. The business partnership's headquarters will be in Virginia Beach, VA, providing worldwide service from 20 locations to include every major US Navy port. The new company employs approximately 1,500 current AMSEC and Newport News Shipbuilding employees with anticipated 1999 sales of \$130 million. NNS will own 45 percent of the LLC, and SAIC 55 percent. The partnership will combine all of the operations of SAIC's subsidiary, AMSEC, with NNS' life-cycle engineering and logistics businesses. Newport News has also agreed to use AMSEC LLC to complement its engineering resources. The combination will create a low-cost fleet services organization capable of providing logistics and life-cycle services for aircraft carriers, submarines, surface combatants, amphibious and auxiliary ships around the world.

Integrgraph. In December 1997, Newport News and Integrgraph Corp formed a partnership to develop advanced engineering and ship design software aimed at reducing the time and cost of ship design by 50 percent.

Electric Boat. In February 1997, Newport News Shipbuilding and General Dynamics Electric Boat announced an agreement to coproduce the first four New Attack Submarines (NSSN) for the US Navy. As part of the agreement, Electric Boat will continue as

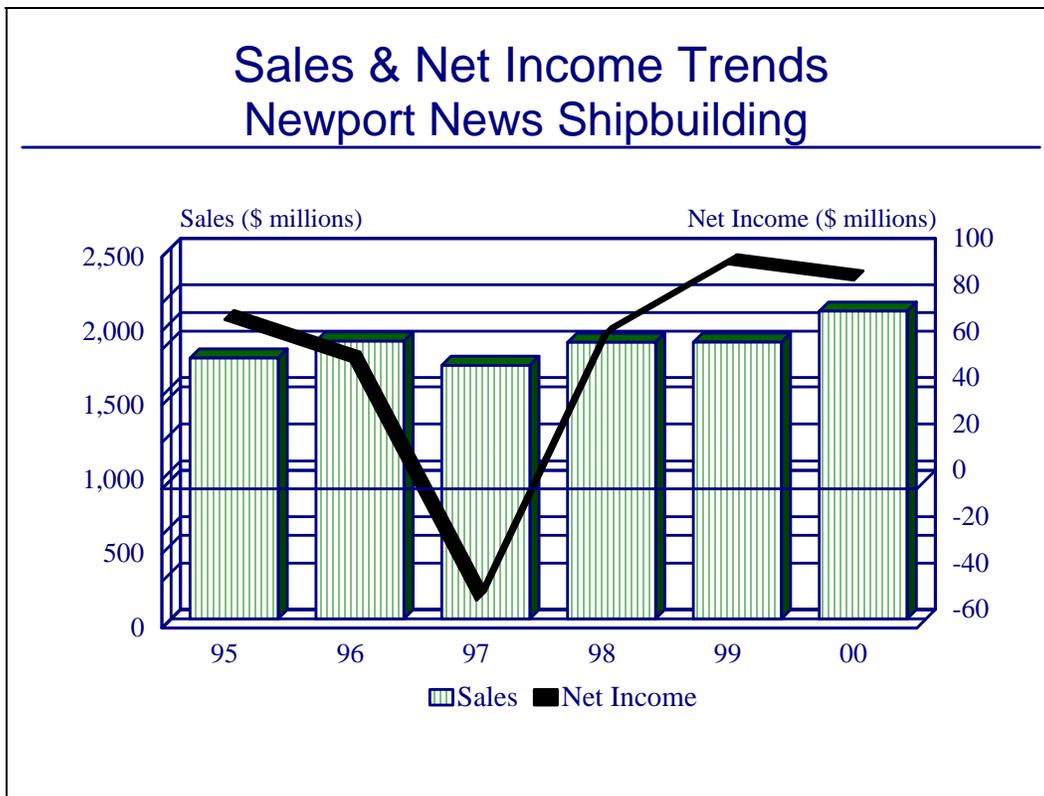
lead design yard and each company will construct specific sections of the new submarine. Final assembly and testing and delivery will alternate between the two yards, with Electric Boat handling the first and third hulls, and Newport News the second and fourth. Newport News Shipbuilding will construct the sail, the habitability and auxiliary machinery room modules and six other sections of the submarine. Electric Boat will build the engine room modules, command and control modules and seven other sections. This team won the contract for the NSSN in September 1998.

LPD-17 Team. In October 1995, Litton's Ingalls Shipbuilding announced it was leading a three-firm team competing for the Navy's \$8.4 billion LPD-17 transport ship program. As part of the arrangement, Ingalls would develop the forward portion of the ship and Newport News would develop the aft section. Lockheed Martin Government Electronic Systems would provide ship system and combat system integration, and National Steel and Shipbuilding would provide pre-construction support and post-delivery support for the ships. General Dynamics' Bath Iron Works and Hughes Electronics led the competing team. The winner is expected to build 10 to 12 LPD-17 class ships.

Financial Results/Corporate Statistics

Newport News Shipbuilding's revenues for 2000 rose 11 percent to \$2.07 billion from \$1.86 billion in 1999. The company posted net income of \$90 million for the year compared to \$97 million for 1999. The loss in 1997 was attributed to the recognition of losses associated with product tanker construction and lower income contributions from the lack of *Los Angeles* class submarine and sealift ship conversion construction work. Amounts prior to 1996 represent results under the company's former parent, Tenneco.

Y/E December 31	1995	1996	1997	1998	1999	2000
(\$ millions)						
Net Sales	1756	1870	1707	1862	1863	2072
Percent Govt	97	94	94	92	98	98
Net Income	73	55	-48	66	97	90
Backlog	4609	3477	2771	4978	4177	3140

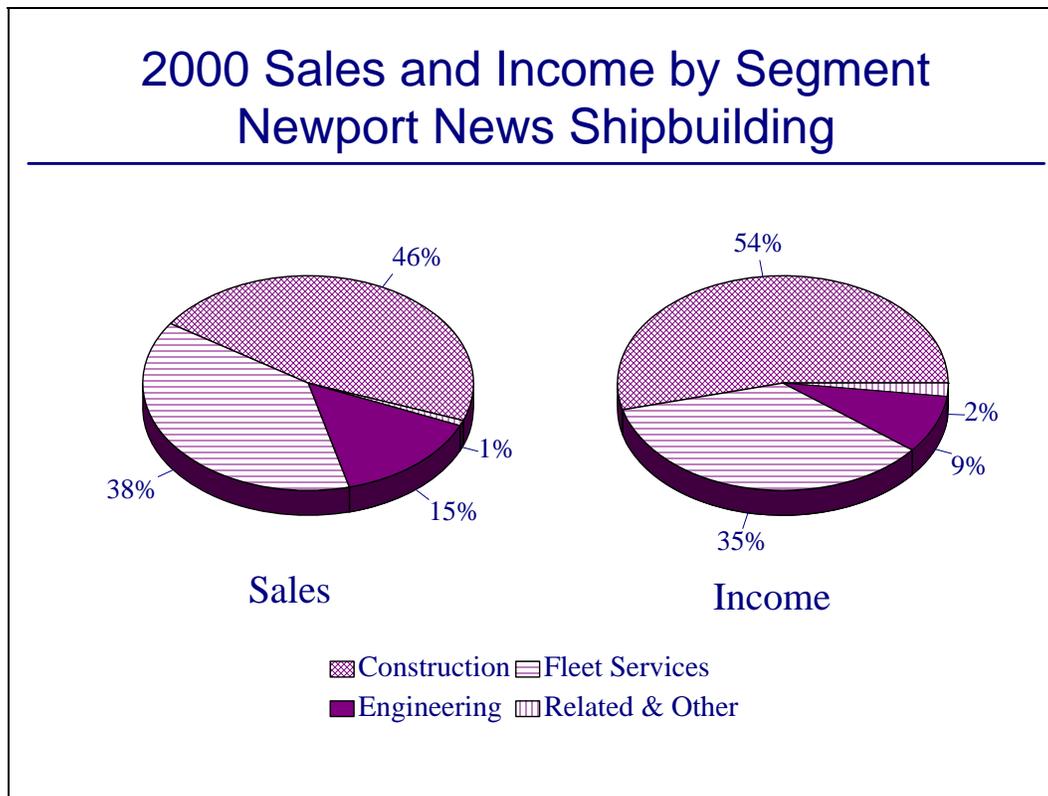


Industry Segments

A breakdown of Newport News Shipbuilding’s sales and income by major market segment for 1996 through 2000 is given below.

SALES	1996	1997	1998	1999	2000
(\$ millions)					
Construction	1029	935	833	710	959
Fleet Services	625	500	724	913	791
Engineering	194	248	286	228	305
Related & Other	22	24	27	12	17
TOTAL	1870	1707	1862	1863	2072

OPERATING INCOME	1996	1997	1998	1999	2000
(\$ millions)					
Construction	44	-83	87	102	111
Fleet Services	88	50	70	85	73
Engineering	13	19	19	15	18
Related & Other	-5	-5	-1	16	4
TOTAL	140	-19	175	218	206



Strategic Outlook

And the winner is . . .

Northrop Grumman.

Following a half-year battle Northrop Grumman won the battle with General Dynamics to acquire Newport News. The deal, valued at \$2.1 billion, transforms Northrop Grumman in to the world's largest warship manufacturer.

General Dynamics ended its efforts following a Pentagon announcement that it supports Northrop Grumman's offer for shipbuilder Newport News. Further, the US Justice Department said they would sue to block the General Dynamics acquisition since it would create a monopoly in nuclear submarines.

The key to the tactics behind the Newport News bid is that its supports its earlier acquisition of Litton. As part of this transaction Northrop Grumman gained two shipyards, Ingalls and Avondale, which transformed the company into a major prime contractor and systems integrator for warships. The acquisition of Newport

News by Northrop Grumman gives the company much-needed critical mass in this market segment.

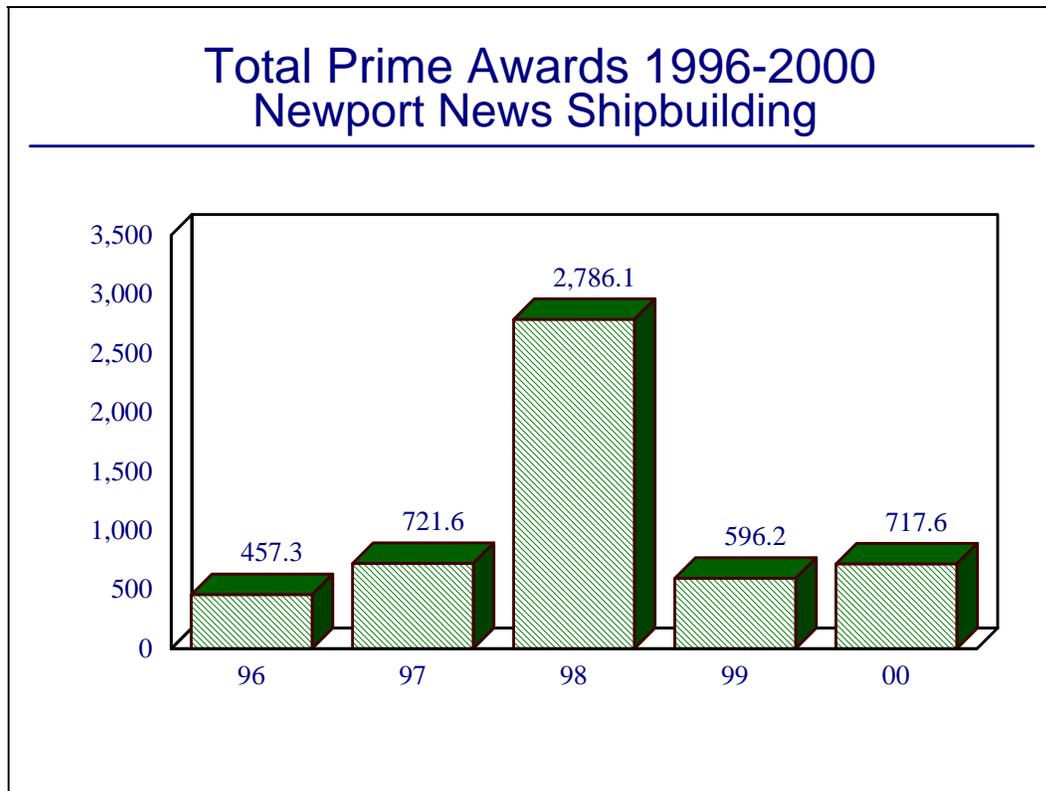
Now with Newport News part of Northrop Grumman the country's two main nuclear shipyards remain separate – and competing. Further, this tie up makes the company the preeminent contractor for warships by combining Northrop Grumman's capabilities in non-nuclear surface ships with Newport News' specialty in aircraft carriers and nuclear submarines.

The current defense budget contains good news for the shipbuilder, providing a solid foundation for the company in the years ahead. The budget included \$4 billion to complete the CVN-77 and an additional \$2 billion for the New Attack Submarine. While the monies for the NAS will be shared with Electric Boat, Newport News will benefit handsomely from the \$4 billion in carrier related work. Overall, these programs will provide the financial backbone of the company for the next five to seven years.

Prime Award Summary

Newport News Shipbuilding's contract awards for 1996 through 2000 are detailed below. The figures shown are contract award multi-year values and do not represent sales, which are much more level. It is this anomaly that provides the company with backlog figures in the \$4 billion range. All of Newport News Shipbuilding's defense business is conducted in Newport News, Virginia.

(\$ millions)	1996	1997	1998	1999	2000
NAVY	457.3	721.6	2786.1	596.2	717.6



Program Activity

Some important aerospace and government programs currently under way at Newport News are listed below. The briefs are intended to provide a listing of programs that are of major importance to the company. The following is an outline of the company's business interests:

- Systems Integration
- Warships

Warship Programs

Newport News CV-59 Forrestal Class

Newport News built two of the four Forrestal class carriers: the lead ship, *Forrestal* (CV-59) and the *Ranger* (CV-61). Newport News built one of the three Kitty Hawk class carriers: the *America* (CV-66). Since CV-66, Newport News has received all the US Navy contracts for latter-day US carriers. Prior to the Nimitz class carriers, the company built the one Kennedy class carrier, the *John F. Kennedy* (CV-67), and the Navy's only Enterprise class carrier, the *Enterprise* (CVN-68). *Enterprise* was the first nuclear-powered carrier.

CVN-68 Nimitz Class

This is a nuclear-powered aircraft carrier class used to project sea-based tactical air power over both sea and

land; provide strike forces for naval and amphibious warfare; defend sea lanes; and provide sea-based ASW. The Navy has eight operational Nimitz class carriers, all built by Newport News: the *Nimitz*, the *Dwight D. Eisenhower*, the *Carl Vinson*, the *Theodore Roosevelt*, the *Abraham Lincoln*, the *George Washington*, the *John C. Stennis*, and the *Harry S. Truman* (CVN-68 through CV-75, respectively). Newport News contracts for two Nimitz class carriers that are in construction: the *Ronald Reagan* (CVN-76) and the CVN-77. Major repairs and updates of this class are conducted by the Newport News shipyard. Full construction authorization and funding for CVN-77 was received in 2001.

Meanwhile, early funding for the successor, the CV(X), is already under way, with \$125 million included in the FY98 budget for Initial Research and Development. The aim is to reduce life cycle costs by up to 20 percent compared to existing Nimitz class carriers. Also, the Navy has plans to fund US\$300 million in Transition Technologies in the CVN-77 development, as part of its move towards the new-generation carrier.

SSN-21 Seawolf Class

This is a nuclear-powered fast attack submarine tasked with the location and destruction of enemy submarines and surface ships. In March 1992, the courts upheld the award of the contract for the SSN-22 to Electric Boat. However, the Bush administration refused to spend the money authorized for the second and third boats in the Fiscal 1992 budget. In the end, political considerations resulted in a compromise. This compromise, reached in May 1992, provided for building the second SSN-21, with the additional funds appropriated for the third boat to be used toward the possible purchase of another Improved Los Angeles class boat. This matter was not resolved in the proposed FY94 budget. This allocated US\$540 million either to be expended by the US Navy on a third member of the Seawolf class or an additional Improved Los Angeles class, or added to the US\$449 million allocated to the development of the NAS.

However, in July 1993, the US Navy indicated that it wished to build a third Seawolf class submarine, primarily to keep the submarine-building infrastructure intact until the NAS became available. This proposal received support from the Clinton administration and was subsequently approved.

SSN-774 Virginia Class

Formerly known as the New Attack Submarine, or New SSN, the Virginia class is intended to embrace the US Navy's new strategic concept with the ability to operate across a broad spectrum of regional and littoral missions, as well as in blue-water environments. The boat's multimission capabilities are combined with sophisticated surveillance and stealth characteristics, making it suitable for a wide range of battlefield dominance applications as well as special warfare and surveillance. In 1998, the team of NNS and Electric Boat were awarded a contract to begin production. The two shipbuilders are in a teaming arrangement for the first four units, whereby they share the areas of responsibility. The first of the new submarines should be entering service in 2004, with the remaining three boats of the first group following at annual intervals.

SSN-688 Los Angeles Class

This is a high-speed, nuclear-powered fast attack submarine used to locate and destroy hostile submarines and surface ships. Newport News originally entered the SSN business by winning six of the 35 Sturgeon class submarine awards. The company built both Ethan Allen class submarines and shares the SSN Los Angeles class awards with Electric Boat. This program reached the end of its production run when the last boat was delivered in 1997.

US Contract Awards

Below is a listing of major contracts awarded to Newport News from the United States government in the past three years (contracts as of press date).

<u>Date</u>	<u>Award (\$ millions)</u>	<u>Contract #</u>	<u>Description</u>
1999			
1/6/99	\$22.0	N00024-98-C-2103	Advanced planning/procurement for Extended Selective Restricted Availability of the USS <i>Enterprise</i> (CVN-65).
1/6/99	\$8.8	N00024-99-C-2100	Aircraft carrier engineering support services.
1/8/99	\$59.6	N00024-98-C-2104	Support for Navy's insertion technology initiative under the CVN-77 aircraft carrier program.

<u>Date</u>	<u>Award (\$ millions)</u>	<u>Contract #</u>	<u>Description</u>
1/28/99	\$33.1	N00024-98-C-2909	Defueling and inactivation of the USS <i>Narwhal</i> (SSN-671).
2/12/99	\$169.8	N00024-98-C-2107	Advance planning for refueling and complex overhaul of USS <i>Dwight D. Eisenhower</i> .
2/12/99	\$46.8	N00024-99-C-2904	Construction of large-scale vehicle, Cutthroat (LSV 2).
3/19/99	\$55.6	N00024-98-C-2104	Preparation for construction of one Nimitz class aircraft carrier.
3/19/99	\$47.8	N62793-94-G-0001	USS <i>Harry S. Truman</i> post-shakedown availability.
7/6/99	\$88.5	N00024-98-C-2103	FY99 Extended Selective Restricted Availability of the USS <i>Enterprise</i> (CVN-65).
8/2/99	\$24.4	N00024-92-H-8019	USS <i>Gettysburg</i> regular overhaul.
10/12/99	\$5.0	N00024-99-C-2100	Aircraft carrier engineering support services.
10/29/99	\$52.2	N00024-97-C-2103	Engineering & technical services for the SSN-688 class & design services for Seawolf class submarines.
10/29/99	\$5.4	N00024-97-C-4001	Reactor plant planning yard services for nuclear powered submarines.
11/3/99	\$81.2	N00024-98-C-2014	Support for Navy's insertion technology initiative under the CVN-77 aircraft carrier program.
11/8/99	\$9.9	N00167-00-D-0006	Naval architecture, marine engineering, system & sub-system definition and other technical support.
12/21/99	\$15.5	N00024-99-C-2100	Aircraft carrier engineering support services.
2000			
1/21/00	\$216.6	N00024-98-C-2107	FY2000 advance planning for the refueling and complex overhaul of USS <i>Dwight D. Eisenhower</i> .
2/18/00	\$100.0	N00024-98-C-2104	Advance planning and procurement and construction for the CVN-77 aircraft carrier.
5/31/00	\$12.0	N00024-99-C-2100	Naval architecture and engineering support services for the Future Carriers Program Office.
9/7/00	\$19.3	N00024-97-C-2103	Technical services for the Los Angeles and Seawolf class submarines.
10/12/00	\$161.0	N00024-00-C-2018	R&D engineering services in support of the Future Aircraft Carrier, CVNX.
10/18/00	\$5.2	N00024-99-C-2110	Aircraft carrier engineering support services.
11/1/00	\$107.5	N00024-01-C-4010	One prototype main turbine generator (MTG) to support the CVX Main Propulsion Unit (MPU).
11/6/00	\$14.5	N00024-99-C-2104	Design studies supporting the Virginia class submarine.
12/1/00	\$27.4	N00024-97-C-2103	Design services for the Seawolf class submarines.
12/14/00	\$25.9	N00024-00-C-2104	Advanced planning for future aircraft availability on the USS <i>Enterprise</i> .
12/28/00	\$9.8	N00024-01-C-2104	R&D of advanced submarine technologies in support of the Seawolf class.
2001			
1/26/01	\$3829.2	N00024-98-C-2104	Advance planning procurement for the CVN-77 Nimitz class aircraft carrier.
5/15/01	\$9.3	N00024-01-C-2103	Advanced planning and engineering services for future aircraft carrier availabilities.
6/14/01	\$1522.3	N00024-98-C-2107	FY01 refueling and complex overhaul of the USS <i>Dwight D. Eisenhower</i> .
8/3/01	\$10.1	N00024-01-C-4121	USS <i>Nimitz</i> (CVN-68) post-shakedown availability.

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