* SORCAT: NAMTS Matures to Meet Fleet Maintenance Requirements
* NNSY NAMTS Program Enrolls Submariners
* NAMTS Sailor Wins Welding Competition
* VCNO Visits SERMC
Welcome to the 47th Edition of **NAMTS News**

This newsletter contains information about the Navy Afloat Maintenance Training Strategy (NAMTS) Program. The purpose of this publication is to raise the level of awareness of and support for NAMTS among the Navy’s senior leadership, resource managers, maintenance personnel and mentors by providing accurate information on current issues and events related to this important program.

You can access more information on NAMTS, including its governing instructions, training requirements, links to related websites, FAQs and archived newsletters at:

https://navsea.navy.deps.mil/FIELD/cnrmc/namts or www.valkyrie.com/namts

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**On the cover:**  
Hull Technician Third Class (Surface Warfare) Todd Anthony Burton provides machinery repair services aboard USS Spruance (DDG 111). He is seen machining a new anchor windlass indicator.  
(Photo by SORCAT member, Richard Smith.)
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Do you have content for an upcoming edition of NAMTS News?
Submit your NAMTS/SORCAT success stories, articles, photos and captions to

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NAMTS News  
July 2018
Greetings, Shipmates!

Whenever I travel to our sites, one of the most important things I do is speak to the Chief's Mess to try and motivate them to what our CNO’s vision is: to be ready now to go to war and win. What I tell the CPO Mess is that what we are doing at all of our sites, through the NAMTS program, is building self-sufficiency for our ships by qualifying these Sailors to then go back out to sea as Maintenance Warriors. We MUST be ready to sustain battle damage and continue to fight the ship while repairing the damage. There will be no ability to call for a tech assist or to pull into port to effect repairs; we have to be ready to keep the ship fighting. This is why it is imperative that we continue building self-sufficiency back into our Navy. I stress to the Chiefs that they MUST earn a NAMTS NEC themselves, alongside their Sailors; I encourage them to lead by example. And then when they get back to sea they have to forcefully communicate to their Commanding Officers that they can fix their gear. Convince the COs to let them work on it instead of waiting for a tech assist or for contractors to come aboard and fix our equipment for us.

Recently, I spoke at a panel of Senior Enlisted Leaders from 25 partner nations at RIMPAC 2018. I spoke about this very topic and discussed Ship Organic Repair Capability Assist Teams (SORCAT) and Maintenance Assist Teams (MAT). I had outstanding feedback from the U.S. Navy ships that were in port at the time; several ships had been visited by SORCAT members and had many repairs effected before they got underway. The Carrier CMC said that their organic repair team has been fixing things since the beginning of their deployment and could not say enough good things about the relatively new effort and all the good to have come from their first SORCAT visit.

While in Everett, WA, visiting NWRMC, I had the lead Gas Turbine inspector tell me about two of his Sailors who had innovated a tool to extract a broken bolt from the bottom of the engine. This tool saved 900 man hours of work which they had just done on another engine, so it was very fresh in their minds. It saved them from the complete removal and disassembly of the engine itself as well as all the parts and gaskets that would have been involved. Both Sailors received spot Navy Achievement Medals for their innovation and they are being considered for a possible monetary reward for their efforts.

Great things are happening all around our sites, but the most important thing that is happening is that NAMTS-qualified Sailors are now returning to the Fleet in greater numbers and we are reaping the benefits as results are starting to become evident. The NAMTS program is one of the most important initiatives for the future of our Navy; as we expand into some technical and combat system-related NAMTS Job Qualification Requirements (JQR), it is only going to get better. I am excited to see what else our Sailors will accomplish!

Jason Wallis, Retired Force Master Chief, Joins NAMTS Team as Assistant Project Manager, West

Mr. Jason Wallis recently joined the NAMTS team as the NAMTS Assistant Project Manager, West since retiring after his last active duty assignment, where he served as the Force Master Chief for Commander Naval Surface Forces, Pacific since January 2015. Mr. Wallis retired after thirty years of naval service.

While on active duty, Mr. Wallis served as a Gas Turbine Mechanic aboard USS Scott (DDG 995), Norfolk, VA; Pre-Commissioning Detachment / Unit and Oil Lab LPO onboard USS Cape St. George (CG 71), Norfolk, VA; Gas Turbine Engineering Instructor at Surface Warfare Officers School Command (SWOS), Newport, RI; Main Propulsion Leading Chief Petty Officer aboard USS Elrod (FFG 55), Norfolk, VA; Engineering Department Leading Chief Petty Officer aboard USS Vella Gulf (CG 72), Norfolk, VA; Engineering Instructor, SWOS, Newport, RI; Engineering Department Leading Chief Petty Officer aboard USS Lake Erie (CG 70), Pearl Harbor, HI.

Upon selection to the Command Master Chief program, he served as Command Master Chief aboard USS Denver (LPD 9), Sasebo, Japan; Guantanamo Bay, Cuba as the Command Master Chief of the Navy Expeditionary Guard Battalion (NEGB); Command Master Chief of NAVCENT FWD AFGHANISTAN HQ, Kandahar, Afghanistan; and 17th Director of the Navy Senior Enlisted Academy and the Command Master Chief of the Naval War College in Newport, RI.

Mr. Wallis is the primary POC for the NAMTS programs on the West Coast including Hawaii, Guam and Japan.
Background

In 2010, Commander, Regional Maintenance Center (CNRMC) was charged with reinvigorating Intermediate Level (I-Level) maintenance across the Navy and to revive a stagnant Sailor Professional Development initiative, the Navy Afloat Maintenance Training Strategy (NAMTS). Since 2010 CNRMC has sent more than 3,000 NAMTS-qualified Sailors back to the Fleet. Through the execution of I-Level Regional Maintenance Center (RMC) and Intermediate Maintenance Facility (IMF) production work, onboard repairs accomplishment rates should increase as more competent and confident Sailors have the knowledge and skills to independently execute Organizational Level (O-level) and I-level work aboard their ship. CNRMC’s I-Level program has become highly successful as evidenced by calendar year 2017, totaling 1,020 NAMTS graduates across the RMC enterprise. These Sailors are now ready to return to sea duty as fully qualified and capable Maintenance Warriors.

Discussion

Over the past seven years, CNRMC’s trained I-Level Maintenance Warriors have returned to sea with an expected change in a ship's ability to troubleshoot and repair their shipboard equipment and systems. The anticipated Return on Investment (ROI) was for the Fleet to start realizing increased minor corrective maintenance rather than major overhaul of catastrophically failed equipment. The ROI evidence was to be an increase of repairs being made aboard, decreasing Depot Level repair costs, and less requests for Onboard Technical Assist. These Onboard Technical Assists are cost prohibitive and time consuming and should be reduced through enacting repairs via less costly Distance Support, where RMC Subject Matter Experts (SME) guide the Sailors through troubleshooting and repairs via TELCON or email. These ROI markers have been slow to reveal themselves and are mainly the result of the degradation of repair experience available in the Fleet. CNRMC is working to right the ship with a resurgence and focus on the Strike Force Intermediate Maintenance Activity (SFIMA) concept and a plan for increasing production work being accomplished by deployed Sailors, which should be evident in a corresponding decrease of casualty reports (CASREPs).

Our analysis has shown that training Sailors through hands-on production work is only part of the equation. The NAMTS Sailors who have returned to sea duty found that most of their Wardrooms and Chief’s Messes have never seen or experienced a self-sustained Navy. When querying Sailors, including Chiefs and Officers as to “What is I-level maintenance and who does it?”, the overall answer is that most do not know. The Navy has depended on RMC Fleet Technical Assist (FTA) and sent almost all repair work to contractors for such a long time, that our current Commanding Officers are not aware of what they should be doing to support self-sustainment; nor do they have confidence in their Sailors’ abilities.

The NAMTS program focuses on Sailors executing production work to get the knowledge and experience to develop into journeyman level repairmen and troubleshooters. After a three-year shore duty tour at a Regional Maintenance Center or Intermediate Maintenance Facility, NAMTS-trained journeymen are returning to sea duty, only to find they are not allowed to perform or don’t have the tools, equipment or materials available onboard to perform I-Level production work. To be more specific:

1. The operational tempo (OpTempo) imposed on surface ships is steadily increasing, owing to a combination of declining fleet size; mission creep; diminishing average, unit-by-unit capability, as the Littoral Combat Ships (LCS) come on line; increased tension in the Asian theater; and a relentless and steady demand for ships from combatant commanders. This leads to less time for ships to go into availabilities to fix issues.

2. The shipboard Industrial Plant Equipment (IPE) is not maintained and tools are not available, equipment has been placed under inactive equipment maintenance (IEM) and not available for use, IPE has missing parts, has no technical manual available, or in some cases the equipment has been removed from the ship. In addition, there are few Sailors aboard who know how to operate the equipment. Training is and has been deficient for surface ships’ officers and crews for at least 15 years. Prior to activation of Ship Organic Repair Capability Assist Team (SORCAT), no entity was responsible for onboard repair IPE, and standards weren’t being enforced uniformly across the Fleet.

(Continued on page 3)
3. The materials needed to bend pipe, weld metal, repair equipment, etc. had not been used in so long that the Navy supply system has removed some of the IPE and associated materials from the ship. Motor rewind dip tanks are empty and bearing bake ovens are tagged out of service and used for storage lockers. Precision measuring equipment has been improperly stowed and is out of calibration.

4. The technical manuals were recorded as not existing onboard, are not readily available or are on the ship's LAN and the Sailors who need access to them don’t have the permission to get them.

5. Onboard manning has decreased to a point where the Sailors who should be available to make repairs to damaged equipment are often standing other underway or in port watches thus limiting the time and resources to troubleshoot and repair their own equipment.

6. The ship's leadership is risk-averse. Leaders are hesitant to take on repairs due to the possible failure of the repair or potential for rework. Reliance on the contractor to repair the equipment places the risk mainly on the contractor and the responsibility of the quality, timeliness and acceptance of the repair is someone else’s. Additionally, the early 2000’s maintenance strategy shift from maintainer/repairmen to operators has left many Chief Petty Officers and senior maintenance leaders without the technical repair skills or experience and are just as hesitant to allow their junior Sailors to perform repairs. A culture of risk aversion has permeated the maintenance repair shops and NAMTS via the SORCAT Division is the foundation to reverse this culture.

Recommendation

Senior Navy Leaders should continue to embrace and support the NAMTS program, which currently has enthusiastic support from United States Fleet Forces Command N43, Fleet Maintenance Officer, RADM Mark Whitney and other Flag Officers across the Fleet. These officers have supported the maturation of the NAMTS Program by directing the SORCAT pilot program, which has been extremely successful in righting the maintenance ship. The SORCAT program is a new idea brought to fruition very quickly. SORCAT was rapidly stood up from concept in June 2017, to establishing a pilot program and conducting thirteen SORCAT ship visits between August 2017 and February 2018. The team assisted ship force in addressing 416 shortfalls and successfully correcting 315 of them, a correction rate of 75%. The corrections have been large and small, ranging from identifying the correct coolant for a lathe, to helping a ship with zero machining capability become fully capable in time for their deployment date. To date, 40 visits have been conducted aboard CVN, LHD, LPD, LSD, CG, and DDG classes of U.S. Navy vessels. By advising, instructing and correcting deficiencies in shipboard machine shops and repair facilities, logistical and administrative support, and practical knowledge sharing, the program is providing an immediate impact to improved organic ship repair across the Fleet! The SORCAT program is especially beneficial as it sheds light on the challenges that exist as we assist the Navy in the return to the concept of Strike Force Intermediate Maintenance Activities (SFIMA) aboard ships. The training and equipment shortfalls, complexities of logistic support for installed equipment, and the shift in paradigm towards the Sailors conducting intermediate level repairs (vice deferring work to off-ship entities), were all issues identified requiring assistance aboard the ships. Currently, there is one team based out of Norfolk, Virginia; the team is customizable and mobile to external locations as needed (Hawaii/Japan/Spain/Guam/San Diego/PACNORWEST).

The SORCAT members are Navy maintenance subject matter experts, with over 300 years of combined experience, who are charged with going aboard ships, assisting the crew in reviewing their requirements, ship’s drawings and organic repair capabilities; and taking action to support the return of self-reliance and self-repair. This team works with ship’s force to provide the Commanding Officer with a repair confidence factor by reviewing onboard assets with standardized capability sheets. The repair capability areas covered:

1. In-Process Quality Assurance
2. Industrial Plant Equipment
3. Technical Library
4. Training & Development / Manpower
5. Welding – Brazing / Structural Repair
6. Weight Handling / Rigging
7. Electric Motor Repair
8. Miniature / Microminiature Electronics Repair and Module Test and Repair (2M / MTR) and Field Calibration Activity (FCA)
9. Inside Machine
10. Outside Machine (Valve & Pump repair, and Air Conditioning & Refrigeration. Flex Hose, Internal Combustion Engine, and Diesel Governor Injector areas are in development)
SORCAT: NAMTS Matures to Meet Fleet Maintenance Requirements

(Continued from page 3)

SORCAT is a continuous process focused toward ship deployment and will compliment fleet-wide inspections. The process will start approximately 15 months prior to deployment. A nominal schedule is outlined below:

- **D - 15** – analysis of fleet wide inspections for issues that affect organic repair capability, review of APL/AELs, PMS, CSMP, configuration documentation, CASREPs, and manpower.
- **D - 12** – initial brief / Industrial Plant Equipment (IPE) site inventory, and delivery of self-assessment capabilities sheets.
- **D - 11** – assist team review self-assessment results and provide recommendations to strengthen ship organic repair capability.
- **D - 9** – SORCAT visit.
- **D - 6** – quarterly assist team follow-up.
- **D + 3** – post-deployment debriefs, gather lessons learned.

The “Assist” in SORCAT identifies that this team is not an inspection, assessment or reporting tool, and is an extension of the crew. Prior to a SORCAT visit, the team reviews the ship’s Current Ship Maintenance Project (CSMP) and identifies work that can be accomplished by ship’s force, with SORCAT over the shoulder guidance. This onboard practice reassures the leadership that their Sailors are practiced and capable of performing self-repair and should be permitted to exercise and challenge their maintenance, repair and troubleshooting abilities. This repair confidence, while difficult to measure, is critical to the success of the Navy as ships are required to operate in a denied environment.

The reports from SORCAT are an initial letter from the Director, I-Level Production Department (C-900) CNRMC, at the end of the D - 9 visit, with a subjective assessment of the repair capability observed during the visit; and approximately 60 days (D -7) after the visit, the final report from the Commander, Navy Regional Maintenance Center is delivered to the Commanding Officer. This report contains the complete listing of shortfalls identified, along with a Plan of Action & Milestones (POA&M) that describes how the SORCAT team will work with the ship to correct these shortfalls. Each quarter after the final report, the Commanding Officer is provided with an updated POA&M listing the status of the shortfalls, until all are completed.

**Fleet reception**

Initially the SORCAT team was met with some resistance, which was to be expected, since assist teams have earned the reputation of finding discrepancies, giving the ship a list of things to correct, reporting to the ship’s chain of command, and leaving. Where SORCAT differs, is that this team’s reports only go to the Commanding Officer. This isn’t to “hide” anything, it is to allow the CO to control the message. The willingness of the ship to work with the SORCAT team allows the team to build a relationship with the ship. This in turn allows the ship to reach out to the SORCAT team for assistance as required, as new issues are discovered. Ships will also reach out to the respective SMEs for advice and ideas. If the ship is local, the SME will make an individual visit to the ship to assist with the ship’s concern.

As the team has conducted more visits and the word that the team really is an asset to the ship, ships have been proactively reaching out to the SORCAT team and requesting a visit. The team has found that once a ship realizes that the team is sincerely there to help, they are far more receptive to the members. In fact, it is not uncommon after a visit is concluded, for the ship to ask when the team is coming back for an additional visit.

**Going Forward**

As the visibility of the effort has increased and the demand from afloat units for the team’s assistance has grown, the SORCAT program will establish a West Coast team in 2018; it is expected to be fully functional going into FY-19. SORCAT will also be establishing or refining a Ship Organic Repair Capability Standard for each ship class. Initially, this will be a capabilities catalog for each class of ship, but eventually, there will be one for each specific ship. This will enable SFI-MA Coordinators to know exactly what capability their Strike Force has when it deploys. SORCAT members are excited to assist the Fleet and look forward to helping our Sailors overcome challenges.
Ship Organic Repair Capability Assist Team (SORCAT) members perform various evolutions to develop the organic repair capabilities of the U.S. Navy Fleet. The ability of Sailors to perform organic repairs is vital to the overall performance and safety of the Fleet. The “over-the-shoulder” assistance approach utilized by SORCAT provides the Sailors with the knowledge and confidence to perform these repairs independently and safely while executing the assigned mission for their vessels.

By Michael Gwinn, SORCAT Technical Library & Pump Repair Subject Matter Expert

SORCAT Making a Difference in the Fleet

The SORCAT approach enhances the future repair capabilities and builds the technical acumen of the Sailors, enhancing their abilities to perform corrective maintenance during deployments and availabilities. Utilizing the use of the shipboard resources (technical manuals, logistical material, QA Process), SORCAT executes an approach to organic repair that allows for an open dialogue with lots of questions and answers that supports the Sailors’ hands-on performance in a step-by-step process. As Sailor knowledge increases, the professional development experienced has a direct impact on repair cost management for the Navy Fleet-wide. More importantly, the increased ability results in a more competent and confident Sailor, which in turn, results in a stronger Fleet.

*SFrom a cost-savings perspective, the amount to replace the entire test stand is $32,000. Ship’s force, with SORCAT guidance, executed repairs for less than $100 to include operational training.

SORCAT member Michael Gwinn, right, shares knowledge with Sailors pertaining to valve and pump repair aboard USS Somerset (LPD 25). (Photo by Mike Dengate.)

USS Somerset (LPD 25) Sailors learned how to execute repairs on a Valve Test Stand that had been in an extended Inactive Equipment Maintenance (IEM) status due to having material deficiencies and being non-operational. The level of knowledge for operating the valve test stand required over-the-shoulder assistance from SORCAT. To the left is ENFN Samuel Guidroz, who with assistance from SORCAT’s Mike Dengate, was able to repair USS Somerset’s valve test stand.* (Photo by ENC Elandra O’Neal.)

SORCAT teaches teamwork to enhance shipboard organic repairs. SORCAT Rigging SME, Darrohn Bickford, executes over-the-shoulder assistance with USS Chung Hoon (DDG 93) Engineering and Deck department personnel rigging team, led by BM1 Williams, on 2A Fuel Oil Service Pump (FOSP). Once 2A FOSP was rigged into the NR. 2 MER lower level, SORCAT Team Member Mike Gwinn executed the over-the-shoulder process with Engineering Department personnel on the installation of 2A FOSP led by GSM2 Ojeda. (Photos by Michael Gwinn.)

*Continued on page 6*
SORCAT Making a Difference in the Fleet

(Continued from page 5)

SORCAT Team member Russell Lincoln, SORCAT Electric Motor Repair SME, provides over-the-shoulder assistance to a Sailor aboard USS Momsen (DDG 92) in shipboard organic repair for Nr. 3 Chill Water Pump. The SORCAT member is providing oversight and hands-on exercise in how to electrically disconnect the motor leads and labeling for the separation of the magnetic coupling for mechanical seal replacement. (Photo by Michael Gwinn.)

Rick Smith (right), SORCAT Inside Machine SME, assists a Sailor aboard USS New York (LPD 21). (Photo by Michael Gwinn.)

Rick Smith (left) provides assistance to MR2 Michael Allen regarding how to adjust a lathe chuck post for proper alignment and cleanliness during a SORCAT visit aboard USS Gridley (DDG 101) on June 8, 2018. (Photo by Charlie Lynch.)

SORCAT member, Maria Vejar, center, helps crew members aboard USS Stockdale (DDG 106) validate required tools and specialty equipment. (Photo by Ric Adams.)

MR2 Allen practices his newly learned skill. (Photo by Charlie Lynch.)
NRMC’s Ship Organic Repair Capability Assist Team (SORCAT) conducted a visit on board USS Kearsarge (LHD 3) July 17-20, 2018, at Norfolk Naval Station’s Pier 10.

The WASP Class LHD is critical to the Strike Force Intermediate Maintenance Activity (SFIMA) program and has a robust organic HM&E repair organization which includes capabilities in the following shops: electrical motor repair and rewind shop, machine shop, valve repair shop, locksmith shop, pipe shop, shipfitter shop, air conditioning and refrigeration shop, miniature / microminiature repair (2M) shop, and a supporting technical library. Additionally, there are SFIMA programs and processes for weight handling and rigging, in process quality assurance, and logistical support that all support the ship’s ability to conduct Intermediate-level repairs. When these capabilities are combined with the Aircraft Intermediate Maintenance Department (AIMD) capabilities aboard, you have a platform that is more than capable of supporting their battle group while deployed or in port.

SFIMAs are composed of the collective Strike Force elements capable of performing maintenance beyond the organizational level and maximizes the Strike Force’s ability to operate and sustain itself at sea during extended periods in forward operating areas through improved repair capabilities and material self-sufficiency.

RADM Mark Whitney, Director of Fleet Maintenance, attended a status report briefing on day 3 of USS Kearsarge’s SORCAT that was conducted by Charlie Lynch (SORCAT Project Manager), and John Zuhowski (SORCAT Team Leader). After the briefing, RADM Whitney discussed how ships need to be able to repair themselves in a denied environment, where long distance support may not be available. He sees the SORCAT effort as a means to assist the Fleet in returning to being self-sufficient.

Once the brief was complete, USS Kearsarge’s XO, CAPT Jason Rimmer, and SORCAT Team Leader, John Zuhowski, escorted the Admiral down for a tour of the Machine Shop, where SORCAT team members discussed what the Sailors have been working on during the SORCAT visit.

While aboard for three days, SORCAT Inside Machine SME, Rick Smith (MRCM, USN RET) guided the ship’s Machinery Repairmen in making repairs to the horizontal milling machine that had been out of commission due to a missing sight glass. Under Mr. Smith’s watchful eye, MR1 (SW) Nicholas Barkdull was able to manufacture a new sight glass and restore the equipment to full operational condition.

MR3 Matthew Woodward, utilizing a technical manual under SORCAT supervision, was able to repair a Jewelers lathe to full operational capability. MR3 Woodward removed and reset the gearing assembly, restoring the ship’s ability to cut both standard and metric threads.

Another skill SORCAT was able to pass on to the MRs was the ability to use an index head to cut gears, allowing the ship to manufacture gears in case of a casualty to rotating geared equipment.

"NAMTS/SORCAT trains self-sufficient Sailors to repair/operate/maintain their equipment in a denied environment."

~ RADM Mark Whitney
Director, Fleet Maintenance,
U.S. Fleet Forces Command

RADM Whitney takes questions from the crew of USS Kearsarge after a SORCAT status report. (Photo by MC2 Ryherald G. Arciaga.)
SORCAT Ship Visits

Visits Conducted to Date

Visits Tentatively Scheduled through September 2018

26 SORCAT Visits to the Fleet Since August 2017

Assistance Provided Separate from a Scheduled Visit*

*Assistance provided on an "as-available" basis
NAMTS Industrial Plant Equipment (IPE) team members, Gary Evans (CNRM Code 910), Brian Jolley, Jeff McNicholl and Andy Vasquez facilitated the acquisition, installment, operational testing and acceptance of the first fluidized bed powder coating machine for the U.S. Navy. It was certified on April 26, 2018, for use in the Southwest Regional Maintenance Center (SWRMC) corrosion control shop.

As production equipment managers, the team is responsible for the lifecycle management of the Navy’s maintenance facilities’ IPE and provide recommendations for replacement, upgrade and acquisition of new IPE and technology to support the Navy’s intermediate maintenance programs. The NAMTS IPE team is working to standardize practices, tools and equipment for the various Navy Training Maintenance Activities (NTMA).

The newest piece of IPE, the fluidized bed powder coating machine, improves the longevity of the primer and topcoat application while simultaneously reducing process cycle time compared to traditional methods.

"The real value of the new process is the quality of the application," said Terry Thompson, SWRMC Corrosion Control Product Family Manager. "We estimate the coating will last 4-5 years compared to using traditional methods which typically last 1-2 years."

Application of primer and topcoat powder coating for watertight fixtures is fully automated by the fluidized bed powder coating machine. When a watertight fixture is ready for powder coating, it is attached to a hanging device outside of the machine. Once the operating area around the machine is free of personnel, the machine transfers the fixture into the first bed where it receives an encapsulating primer coating. The watertight fixture is then transferred to a second bed where a top coat of ultraviolet resistant powder coat is applied. After the process is complete, the fixture is placed back on the conveyor monorail where it can be manually moved to the curing oven and then inspected at the quality assurance station.

Traditional powder coating is applied in a powder coating booth using a line-of-sight spray-on method called electrostatic powder coating. Electrostatic powder coating often leaves hidden crevices exposed, which poses a risk of corrosion because oxidation can occur anywhere the metal is untreated.

This proved to be an issue with exterior watertight doors because even the tiniest of exposed surfaces can result in major corrosion, which was occurring consistently in the rubber seal channel.

"What we are seeing with traditional methods is when an exterior watertight door is exposed to moisture all the time, the moisture builds up inside the lower half of the channel and begins eating it away," said Thompson. "Once it gets underneath the powder coating, doors are rotting away in the bottom half."

Combating corrosion issues like the watertight door channel are where Thompson believes the Navy will see the biggest advantage of the fluidized bed powder coating process.

"When the watertight fixture is completely encapsulated, we prevent moisture from reaching the areas where traditional powder coating guns cannot achieve proper coverage of the area and that is what is going to make the doors last longer," said Thompson. "All of those areas that were formerly exposed are now completely coated."

The application of the powder coating is more uniform than previous methods, yielding a more durable product. Uniformity and durability help reduce surface deterioration, adding to the oxidation fighting power.

Prior to SWRMC receiving the Fluidized bed powder coating system, the proof of concept was tested on DDG louvers for several years. DDG louvers are used on Navy ships to prevent debris from entering the gas turbine air intake system. They have several voids that are difficult to powder coat completely when using the electrostatic method. Traditional coatings resulted in having to recoat the louvers every two years.

"The Navy now sends all DDG louvers to Automatic Coatings Limited (ACL) in Canada," said Thompson. "Once coated using their fluidized bed powder coating machine, the louvers are shipped back to the U.S. to be reinstalled on the ship. Those same louvers are now lasting 9-15 years."

The fluidized bed powder coating machine installed at SWRMC is much smaller than the machine at ACL, and is intended for watertight doors, scuttles and hatches. Due to their massive size, DDG louvers will continue to receive powder coating at ACL, which houses a much larger machine to do the job.

Not only does the fluidized bed powder coating process save time and improve quality, it helps improve safety aboard the...
ship. Watertight fixtures such as doors, scuttles and hatches are critical to preventing water intrusion onboard the ship. These fixtures also ensure containment in the event of a fire.

As the corrosion control center of excellence, SWRMC was chosen to receive the first fluidized bed powder coating machine. With over 23,000 watertight doors and thousands of additional fixtures, there is no shortage of customers pier side in San Diego.

"Corrosion control is a 24/7 job, 365 days a year," said Thompson, "rust never rests."

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The preliminary draft of the CCPT Job Qualification Requirement (JQR) has been established and is designed to be completed at Regional Maintenance Centers (RMC) for those Sailors who will be an integral part of the Shipboard Corrosion Control Team. These Sailors will be involved in assessments and space inspections detailing the level of corrosion as well as providing recommendations for corrective actions. In addition to the surveys, NAMTS CCPT NEC holders will ensure the ship is aware and is using the latest and greatest corrosion control and repair tools available in the Fleet. These tools will aid in the increased accuracy and standardization of assessments and repairs with jobs written in the 2-kilos to support the Current Ships Maintenance Project (CSMP). These Sailors will return to the fleet as experienced Corrosion Control Subject Matter Experts (SME) and the deck-plate support for the ship's Corrosion Control Program Manager (CCPM). CCPTs will serve on the front lines of the "War on Corrosion"!

**CCPT training will include performance of Technical Assist Visits, Departure from Specification (DFS) Inspections, Surface Coating Assessments, Surface Preparation and Application of Coatings.**

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**Potential FY19 Projects to be Supported by the NAMTS IPE Team:**

- SERMC Replacement Phone System
- SWRMC 6" Pipe Bender
- FDRMC DET Bahrain Containment Blast Booth
- FDRMC Rota Water Jet
- MARMC Metal Additive Machine
- MARMC Coordinate Measuring Machine
- SWRMC Mill Replacement
- MARMC Mobile Dive Vehicle
- SWRMC Vertical Machining Center Replacement
- MARMC Metal Shear
- MARMC Milling Machine
- SERMC Coordinate Measuring Machine

During his visit, Adm. Moran held an all-hands call, presented awards to SERMC Sailors and Civilians and toured production spaces. Adm. Moran called for SERMC personnel to maintain an "urgency" mindset regarding ship maintenance and repair.

“I am immensely proud of what I’ve seen come out of [SERMC]. You guys are knocking it out of the park, but we need you to take it up a notch. Faster is not always better, but faster is needed without compromising quality. It comes down to taking care of our ships and completing maintenance and repairs on time and on budget, with the right people with the right skill sets.”

The Navy Fleet currently has 282 ships and is moving toward 355 in the next 10-15 years, but to reach that goal, the Navy must ensure every ship in the Fleet today can go to sea and fight, which bodes well for SERMC and Naval Station Mayport.

“You’re going to see Mayport continue to grow. In the next several years you’re going to have more ships, largely because of the number of LCSs that are coming to Mayport. The quality of the work that you’re doing reinforces that decision,” Moran added.

Through the NAMTS program, Sailors with Fleet experience acquire the skills necessary to perform maintenance on a variety of ship systems, including hydraulics and electrical components.

Prior to leaving SERMC, he participated in an awards ceremony featuring recent NAMTS graduates.

"With recent and planned increases in funding, the Navy is in position to move toward a 300-plus ship fleet by the mid-2020’s, but the first step to that larger fleet is maintaining the Fleet we already have."

~Adm. Bill Moran, Vice Chief of Naval Operations
NRMC Command Master Chief Scott Kelley presented NAMTS certificates of completion to 14 SERMC Sailors while in Jacksonville, FL. “The Navy is investing heavily in our RMCs because SERMC is one of the Navy’s largest ‘Sea’ Schools,” Kelley said.

Damage Controlman First Class Vanessa Diura was presented with her second NAMTS Navy Enlisted Classification (NEC) during the ceremony, “I have orders to USS Harpers Ferry (LSD 49) in Sasebo, Japan, and I’m really excited to return to sea. I just earned my Valve Repair Technician NEC and I have the confidence, knowledge and ability to perform maintenance and repairs on many different pieces of gear while underway.”

“My goal is for each Sailor to earn a NAMTS NEC, if not multiple NECs,” said Capt. Dave Gombas, SERMC Commanding Officer. “NAMTS trains Sailors alongside experienced technicians, who will ultimately take these skills back to sea. The goal is to return a more skilled technician to the Fleet; thereby, increasing ship self-sufficiency,” he added.

Sailors returning to the Fleet will still need the required parts and tools onboard their next ship before they go to sea battle-ready. To achieve that goal, RMCs are now sending a new type of assist team to the Fleet called Ship Organic Repair Capability Assist Team (SORCAT).

The premise of SORCAT is fairly simple and helps the Fleet determine what repair equipment each ship is supposed to have according to their Ship’s Information Book and ship’s drawings; that information is then compared to the equipment the ship actually has aboard.

SORCAT members assist each ship on the waterfront with correcting training and equipment shortfalls and helping to implement the shift toward Sailors conducting more complex repairs while at sea.

“When your ship takes on battle damage, you’re not going to be able to call back for a Fleet Technical Assist or request for a contractor to fly out to fix your gear. Sailors at sea must be able to fix the ship and keep fighting with that ship. We cannot rely on modern communication methods or pulling into port; we have to continue fighting,” Kelley said.
Capt. John Lobuono relieved Capt. Dave Gombas as Commanding Officer of SERMC June 1, 2018, in a ceremony on Naval Station Mayport.

Capt. Lobuono reports to SERMC from his previous assignment as Waterfront Operations Officer, Southwest Regional Maintenance Center in San Diego, CA.

Lobuono is a graduate of Rochester Institute of Technology, earning a Bachelor of Science degree in Mechanical Engineering as well as a Master’s degree in Mechanical Engineering from the Naval Postgraduate School. His prior assignments include tours aboard USS Carl Vinson (CVN 70), USS John C. Stennis (CVN 74) and USS Abraham Lincoln (CVN 72) where he completed two combat deployments in support of Operations Enduring Freedom and New Dawn.

Prior to the change of command, Rear Adm. James Downey, Commander, Naval Regional Maintenance Center presented Gombas with a Legion of Merit medal for his accomplishments since assuming command of SERMC in July 2013.

Downey lauded Gombas’ “contributions to the ongoing readiness of the surface Fleet... During (his) tour, three amphibious ships relocated to the Mayport basin, an event that obviously presented new challenges in the Southeast Region. Drawing on his extensive experience, he provided exceptional leadership and guidance in preparing the workforce to best serve these ships.”

Gombas left the Sailors and Civilians of SERMC with this message, “I want to thank each and every one of you for the effort you put in every day to get the ships to sea on time and fully mission capable. You make the difference between ‘support’ and ‘world class service.’”

For more information about Southeast Regional Maintenance Center (SERMC), visit: http://www.navsea.navy.mil/Home/RMC/SERMC/

In July 2015, the NAMTS program was rebranded to “Forging Maintenance Warriors”. Over the past three years, NAMTS has graduated more than 2,300 warriors who are now on the deck plates and forging the Navy’s maintenance shield. These Warriors are those who have successfully demonstrated the mastery of their trade and are further challenged to adopt a warrior ethos to accurately and successfully maintain and repair the Fleet.

Why crossed wrenches? They symbolize the physically-demanding and highly-skilled hands-on work our warriors perform through real world maintenance and repairs in restoring shipboard equipment and systems to operationally-safe and technically-acceptable standards.

Why a Viking? The Viking warrior symbolizes someone who is a fierce fighter, professional mariner, expert craftsman and superior ship builder who possess the warrior spirit of strength, courage and determination.
NAMTS-qualified and enrolled Gas Turbine Repair Technicians from Mid-Atlantic Regional Maintenance Center (MARMC) and Southeast Regional Maintenance Center (SERMC) collaborated to remove four LM2500 Gas Turbine Main Engines from USS Fitzgerald (DDG 62) in Pascagoula, MS.

Each RMC provided 10 Gas Turbine Technicians and Gas Turbine System Inspectors along with two civilian subject matter experts to complete the large-scale tasking.

According to Gas Turbine System Technician - Mechanical First Class Anthony Christy and Master Chief Petty Officer Gas Turbine System Technician Thomas Eicks of MARMC, this type of repair would normally take six weeks to complete. However, by working 14 to 16 hours per day six days a week, the teammates from the two RMCs were able to remove all four engines in just four weeks with no issues.

The innovative approach to using two Navy teams saved the government $1.15 million over hiring a contractor, and by completing the evolution two weeks ahead of schedule saved another potential $575,000.

“We spent countless hours planning, meeting, working through logistical coordination for shipping the removed Gas Turbines, obtaining the Special Support Equipment and other necessary incidentals,” said Gas Turbine System Technician - Electrical First Class Francis Bochanski from SERMC.

The gas generators and the power turbines were removed and then loaded into specialized shipping containers or “cans”. They were then sent to a Depot Facility to be rebuilt.

Working together provided MARMC’s personnel with the opportunity to compare work processes and procedures. “It was an eye-opening experience,” said Christy. “We at MARMC learned a lot from the way they performed their tasks and it’s my hope that they had similar take-aways.”

Both RMCs worked through less than ideal situations to complete this job as efficiently as possible with safety being the primary concern throughout the evolution. “The end result of the SERMC and MARMC tag-team effort was the removal of all engines with zero safety mishaps or self-imposed delays, two weeks ahead of a very aggressive timeline.” said Bochanski.

Christy came away impressed with the planning and overall execution of the change out by both teams. “Coordination with the shipyard and the availability of assets for usage of equipment like cranes, rigging gear, etc. – put some potential roadblocks in our path, but through the perseverance of the SERMC and MARMC teams, we were able to make the best of a challenging situation. It was a good experience for everyone involved.”

The entire restoration and modernization effort is expected to complete in approximately 24-months.

SERMC’s Gas Turbine Shop Pascagoula flyaway team, top row (L-R): Mr. John Ventura (Gas Turbine Technician), GSM2 Corry Johnson, Mr. Alex Finley (Gas Turbine Technician), GSM2 Bennie Netters, GSM2 Adam Mulherin, GSM2 Morgan Erickson, GSCS Jerry Turner, GSCS Michael Cooke and GSM1 April Crittenden. Front row (L-R): GSM1 Jeremy Hammock, GSM2 Ken Andoh, GSM1 Frank Bochanski and GSM1 Jonathan Antonio. (Photo by Scott Curtis.)
MARMC NAMTS Command Coordinator, Chief Machinery Repairman Phillip Diaz, recently completed a successful turnover of the MARMC NAMTS program to Chief Boatswain’s Mate Lawrence Mimbs. Widely recognized as the deckplate leader of the MARMC NAMTS program, Chief Diaz capped off a successful 2017 NAMTS campaign by facilitating the success of his relief via a thorough turnover process. For Chief Diaz, it was imperative that the lessons learned from his tenure be captured and passed along. Chief Diaz believes, as with any Navy program, that consistency and adaptability are vital to ensuring that the Navy’s goals are met while affording Sailors the opportunity to excel.

Chief Diaz prioritized four keys in the turnover process:

**Constant Communication** - with the Production Officer and Chief’s Mess about NAMTS matters

**Innovation** - Continue to renew training within the program while maintaining a ready and relevant mindset

**Sailor Engagement** - Maintain a face-to-face commitment with MARMC Sailors

**Practical Application** - Continue to provide Sailors with environments that facilitate real-world application

The MARMC NAMTS team also consists of EMN1 (SW) Conjurski and MMN1 (SW) Jaramillo, who fill the roles of Assistant Command NAMTS Coordinators. Both Sailors are instrumental in ensuring that the administrative portions of the NAMTS program maintain a high level of integrity while working hand-in-hand with Chief Diaz and Chief Mimbs on finding solutions to any issues that arise. If the past success of this team is any indication, then the future of the MARMC NAMTS program looks to be bright!

MARMC has seen a banner year for production in 2018. MARMC’s NAMTS program has followed suit, producing six more Sailors who have each earned three Navy Enlisted Classifications (NEC) while simultaneously contributing to MARMC’s production. These “Triple Threat” Sailors span a multitude of shops to include outside machine, outside electrical as well as shipboard instrumentation and systems calibration (SYSCAL) and the dive locker respectively. The willingness amongst this group to “learn what right looks like,” combined with the tenacity required to “do more than what is required,” bolsters material readiness while making the Sailors “ready” and “relevant.”

The following Sailors have each earned three NECs:

- **Machinist’s Mate First Class (SW/AW) Brian Wilkin, Outside Machine, Code 942**
  - Outside Machinist, Valve Repair Technician, Heat Exchanger Repair Technician

- **Machinist’s Mate Third Class Jake Lavold, Outside Machine, Code 942**
  - Outside Machinist, Valve Repair Technician, Heat Exchanger Repair Technician

- **Machinist’s Mate Second Class (SW) Samantha Greninger, Transportation, Code 1150**
  - Outside Machinist, Valve Repair Technician, Heat Exchanger Repair Technician

- **Gas Turbine Systems Technician (Electrical) First Class (SW) Akin Lamin, SYSCAL, Code 959**
  - Gas Turbine (Electrical) Repair Technician, Valve Repair Technician, Heat Exchanger Repair Technician

- **Electrician’s Mate Second Class (SW) Katrina Deneu, Outside Electrical, Code 958**
  - Outside Electrical Repair Technician, Valve Repair Technician, Watertight Closure Maintenance Technician

- **Engineman Second Class (Seabee Combat Warfare) Raymond Johnson Jr., Dive Locker, Code 972**
  - Valve Repair Technician, Rigger/Weight Tester, Watertight Closure Maintenance Technician

According to MARMC Command NAMTS Job Qualification Requirements Coordinator, Chief Boatswain's Mate (SW) Lawrence Mimbs, “Successfully coordinating the NAMTS qualification process with existing production work makes the overall process seamless.”

It is becoming apparent that this approach is producing results at MARMC. As the MARMC program continues to produce Maintenance Warriors, it is the dedication to educating Sailors through production that will continue to provide the NAMTS program the ability to meet the needs of the Fleet.
As summer begins to take hold here in the Mid-Atlantic region, MARMC Sailors continue to maintain a firm grasp on the Intermediate-Level maintenance needs of the Fleet. Across various skill areas, MARMC’s NAMTS-qualified and enrolled Sailors provide critical assistance to the Fleet, often when attention to detail and time are of the essence. Two recent examples demonstrate the desire and capability to support these Fleet maintenance requirements while showcasing the wide variety of mission areas NAMTS knowledge can impact.

Recently aboard USS Mitscher (DDG 57), Machinists Mate (non-nuclear, submarine weapons) First Class (SW) Mark Williams and Machinists Mate Second Class (SW) Diane Saidat, NAMTS Pump Repair graduates, led a team of Code 943 Sailors in the installation, alignment and operational testing of pumps within the ship’s chill water system. This work was vital in helping the ship’s crew in their preparations for a Board of Inspection and Survey (INSURV) visit. NAMTS candidates also involved in the day-and-a-half turnaround of work were MM1 (SW) Zachary Ruple, MMN2 (SW) Barry Powers, MM2 (SW) Christopher Lares and MM2 Kristine Chua. These Sailors made the timeline while gaining valuable pump repair knowledge.

The same team also led the way on similar repairs to all four Lube Oil Service Pumps aboard USS Gravely (DDG 107), allowing the crew to meet the requirements for Group Sail, which strengthens a crew’s ability to meet maritime responsibilities across the globe. Chief Machinery Repairman (SW) Phil Diaz believes that the knowledge gained from completing the Pump Repair Technician JQR makes these type of short timeline repairs possible, while also providing a return on the investment for the time spent on obtaining the qualification.

According to Diaz, Watching Sailors pass on the knowledge gained during the NAMTS process, it becomes readily apparent that on-the-job training gives you immediate returns."

Congratulations to NAMTS-qualified Sailor, Hull Technician Second Class Dylan Lash, who won the Surface Line Week 2018 Welding Competition!

Surface Line Week (SLW) is an annual competition hosted by Commander, Naval Surface Force Atlantic (SURFLANT) for all SURFLANT commands. Each year, Sailors, Marines, and Department of the Navy civilian employees from the Hampton Roads, VA, area come together as a surface force to strengthen camaraderie along the waterfront.

SLW 2018 featured approximately 2,300 participants from area commands competing in 22 different events designed to showcase the athletic and professional skills of the surface force.

"Surface Line Week…[is] so important because it celebrates the surface force as a warfighting community and strengthens the warrior spirit within each Sailor and the force," said Rear Adm. Jesse Wilson, Jr., Commander, Naval Surface Force Atlantic."
During the course of numerous SORCAT visits to various afloat commands, Mr. Russell Lincoln, SORCAT Electrical SME identified a recurring need for motor rewind training. Lincoln immediately contacted Mr. Andrew Porter, NNSY RNC about the availability of acquiring training for the Fleet. Mr. Porter, along with Mr. Jason Nofsker, MARMC RNC, recognized the Inside Electrical Repair Technician JQR as a solution and identified leadership within both commands who could assist in resolving this SORCAT-acknowledged training gap.

Working together, NAMTS/SORCAT personnel met with several civilian supervisors, namely Mr. Jeff Bingham and Mr. Efrain Rivas from Code 950, to discuss motor rewind capabilities and the possibility of opening the shop for NAMTS training. During these meetings, it was discovered that there was potential for a great training opportunity from which Sailors at NNSY and MARMC could benefit. Although NNSY no longer has the capability of manning the Motor Rewind Shop on its own, the NNSY and MAMRC RNCs sought to create an environment that could accommodate training for both commands while maintaining civilian leadership support for the initiative. Motor rewind skills in the Fleet are in short supply; having this resource readily available for shore duty Sailors would be invaluable for at-sea sustainability if Sailors could be attached to the shop to work alongside their civilian counterparts.

This issue was brought to the attention of EMCM (SW) Stephen Ludlam, Fleet Maintenance Shops (FMS) Senior Enlisted Advisor, who took a particular interest in reinstating the shop for NNSY/MARMC Sailors. After meeting with civilian supervisors and completing a review of the NAMTS Inside Electrical JQR, it was determined that NNSY provided the intrinsic capability to train on motor rewind repairs, while MARMC could provide ten Sailors to receive the necessary training.

Continuing to work with ETN1 (SS) Moulton from USS San Francisco (SSN 711), the NNSY RNC was able to enroll two nuclear-qualified Electrician’s Mates into the newly implemented NAMTS Inside Electrical JQR. EMN1 (SS) McCain and EMN2 (SS) Martinez became the first Sailors to receive their JQR’s and officially enrolled June 14, 2018. Working closely with designated civilian JQR Qualifiers, these submariners are learning skills that will broaden their knowledge of electrical systems and improve their ability to keep their boat in the fight.

EMCM Ludlam, in the meantime, contacted leadership from MARMC to identify eligible Sailors with the appropriate experience to participate in the endeavor. Working with ICCS (SW) Mark Popejoy and the MARMC RNC, ten MARMC Sailors were selected to begin a four-month Temporary Assigned Duty (TAD) assignment to NNSY to work in the Motor Rewind Shop and simultaneously enroll in the NAMTS Inside Electrical JQR. These Sailors begin new-hire training for the shipyard July 11, 2018, and will be in the shop by July 23, 2018, to commence their training. An additional ten Sailors from MARMC are anticipated to rotate into the shop beginning in November 2018.

Prior to this recent effort, NNSY and MARMC had already been working together for more than a year to bring otherwise unavailable NAMTS skill area training to Sailors from both commands where a training deficiency was identified. As the desire for NAMTS training grows in the Fleet, NNSY and MARMC will continue to work with SORCAT to identify and provide solutions for maintenance training needs. Cooperation amongst the NAMTS team and the commands they serve continues to be a force multiplier in providing ready and relevant solutions for the Fleet.
In early 2017, USS San Francisco (SSN 711) arrived at Norfolk Naval Shipyard (NNSY) to begin a multi-year platform conversion from a fast-attack submarine to a Moored Training Ship (MTS). The multi-year conversion process placed certain members of the ship’s crew in a unique position to benefit from NAMTS, which is available to other Sailors stationed at NNSY on shore duty.

After speaking directly with USS San Francisco’s Commanding Officer, Captain Daniel Caldwell, and determining the possibility of accommodating crew members from the submarine, the NNSY Regional NAMTS Coordinator (RNC) began working with command representatives to set up the parameters of NAMTS enrollment for USS San Francisco Sailors at NNSY.

Throughout early 2018, the NNSY Regional NAMTS RNC worked closely with ETN1 (SS) Moulton, who was designated as the acting Command NAMTS Coordinator for USS San Francisco, and helped organize the inaugural enrollment of submariners into NAMTS. “We wanted to utilize our time here at the yard wisely and take advantage of the NAMTS program once it became available to us,” stated ETN1 Moulton. “Learning certain skills through NAMTS would help us do our jobs more effectively and ultimately allow us to gain self-contained maintenance independence to keep the sub at sea.” Even though submarine-qualified Sailors are not required to participate in NAMTS, they are strongly encouraged to do so; there is certainly a hunger for NAMTS training aboard submarines. By March of 2018, six Sailors from the ship had enrolled in the NAMTS program:

- MMN1 (SS) David Anderson (Valve Repair Technician)
- MMN1 (SS) Patrick McClorey (Valve Repair Technician)
- MMN1 (SS) Alexander Dague (Pump Repair Technician)
- MMN1 (SS) Kyle Ferguson (Diesel Engine Repair Governor & Injector Repair Technician)
- MMN1 (SS) Michael Crane (Diesel Engine Repair Governor & Injector Repair Technician)
- MMA2 (SS) Justin Garside (Diesel Engine Repair Governor & Injector Repair Technician)

What makes NAMTS training so appealing, is that for the most part, it is self-paced. Sailors learn different skills and jobs from designated subject matter experts that only sign off on completed processes when both the qualifier and trainee are comfortable with the quality of work. Sailors take as long as they need to fully understand the processes in their assigned skill area. For some, positive results can come quickly.

In May 2018, less than two months from their initial enrollment, two USS San Francisco Sailors successfully completed all the requirements needed to be awarded the NAMTS NEC for the Valve Repair Technician skill area. Having demonstrated a relentless drive to succeed, MMN1 (SS) Anderson and MMN1 (SS) McClorey worked closely with military and civilian JQR Qualifiers to complete the JQRs and pass an oral board. “The training helped me learn a lot more than I already knew about valves,” said MMN1 (SS) Anderson when asked about what he thought of the training. “It reiterated things I already knew, but also forced me to go back and take a closer look at how valves work and operate.”

This early success is a great bellwether for NAMTS training for USS San Francisco Sailors and other submarine commands completing their availability at Norfolk Naval Shipyard.

(Continued on page 19)
The NNSY NAMTS program has enjoyed outstanding support from command leadership and various production shops where Sailors receive training. Civilian and military qualifiers alike work hard to provide the foundation for the NAMTS programs’ three primary goals for Sailor training:

1) Unit Self Sufficiency
2) Sailor Professional Development
3) Post-Navy Workplace Development

By adhering to these goals and taking advantage of hands-on training available at NNSY, the NAMTS program continues to prove its valuable importance to enhancing Navy maintenance initiatives and increasing Sailor readiness across the Fleet.

Comment from Past NAMTS Grad:

“I believe the program is incredibly beneficial and I learned a lot more about my rate through achieving this NEC.”

- EN1 (SW) Michael Harvey, NNSY
Hawaii Regional Maintenance Center provides a myriad of training opportunities for Sailors to qualify for JQRs. Keep reading to learn about some of the recent production work with which the Sailors were involved!

**NAMTS Sailors Participate in Emergent RHIB Work**

On Wednesday April 4, 2018, USS Wayne E. Meyer (DDG 108) pulled into Pearl Harbor Naval Shipyard for resupply and emergent repairs on both of their 7-meter Rigid Hull Inflatable Boats (RHIB). Upon mooring up to the pier, the Sailors from Code 930 Diesel Shop ENC(SW) Kimber, EN1(SW/EXW) Borges, EN1(EXW) Brewer, EN1(SW) Soares, EN1(SW) Shelton and EN2(SW) Besiryan boarded the ship to begin troubleshooting. Within a short time, it was found the raw water pump and belt were seized on RHIB engine number one. After the repairs were completed and operational test was satisfactory the crew focused their attention on getting RHIB number two running. Upon further investigation they determined that the raw water pump and belt were also seized and needed replacement. Additionally, the two sensors on the Cummins Quantum Series-B (QSB) fuel rail failed and needed to be replaced. The fuel rail sensors were replaced and thus making RHIB number one and RHIB number two operational and subsequently keeping the ship on schedule to return back to sea fully mission-capable. The six Sailors involved with the emergent RHIB work have earned 13 NECs between them; two of whom are current NAMTS enrollees seeking additional NECs.

**NAMTS Sailors Provide Welding Services**

Hawaii Regional Maintenance Center (HRMC) Sailors combined with Shop 11 Shipfitters and Shop 26 Welders during the USS John Paul Jones’ (DDG 53) FY-17 CNO availability. The teams displayed the perfect example of teamwork between civilians and Sailors by demonstrating their skills during the removal and installation of a new spring loaded hatch, repairs on AFT missile deck cladding of 23 attachments, and four stuffing tubes. Additionally, HRMC and Shop 26 took on the job of supporting the production of 64 life rail foundation brackets, 28 stanchions, and repairs to one hatch onboard Mobile Diving Salvage Unit One’s barge ensuring Navy divers have a safe working and training platform.

**USS Chafee (DDG 90) Electrical Work Supports NAMTS Qualifications**

Working side by side with the Mechanics and Apprentices of Shop 51, Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility Outside Electrical and Repair Shop Sailors had the opportunity to see what it takes to provide temporary shore power to the ship. They assisted with the installation of the temporary bus work and helped to run cables in support of ongoing switchboard maintenance. This allowed them to continue with the replacement of Dossert connections on the switchboards and load centers. The replacement of these connections required the use of terminal lugs that provided better connections to the breakers going to the bus work in the switchboard to prevent fire causalities. This hands-on experience allowed them to gain skillful knowledge in depot-level requirements of switchboard and load center maintenance.
In 2017, Southwest Regional Maintenance Center (SWRMC) revitalized its Shipfitter JQR, which had not seen any graduates in 2015 and 2016. Hull Technicians (HT) were earning their Watertight Closure Maintenance Technician JQR; they yearned for accomplishments in-rate by way of NAMTS JQRs and NECs. SWRMC received two HTs with previous Shipfitter NECs earned at Bangor NAMTS Training Maintenance Activity. The Regional NAMTS Coordinator worked with senior leadership and the HTs to procure necessary fittings and space to start breathing life back into the Shipfitter JQR. In late 2017, the first Shipfitter NEC was earned at SWRMC. Now with three NEC holders and an expanding shop of HTs, the Pipefitter JQR became their next target.

Their first task was to build an adjustable booth where candidates would be given two targets, a blueprint and an obstruction through which they had to route a pipe. During construction, Skilled Area Coordinator HTC Wilson and Shop Leading Chief Petty Officer HTC Nedzweckas, worked with command supply specialist Mr. Tre’ Felts to procure all the fittings and piping necessary to execute the performance steps of the JQR.

Fortunately, SWRMC Weld Shop Code 925 maintains a steady flow of production work that keeps the enrolled Sailors working side-by-side with certified civilian shipfitters, pipfitters and welders. To pilot the JQR, SWRMC selected two Sailors, both with NAMTS experience, to blaze the path and determine if SWRMC could execute all of the 300 processes. HT1(SW/AW) Jeffery Kinard and HT1(SW) Donald Abernathy got to work in mid-January. HT1 Kinard was a limited duty Sailor who was cleared fit for full duty. HT1 Abernathy was turning over as shop Leading Petty Officer, and already held two NAMTS NECs, as he was preparing to transfer back to the Fleet. Thanks to both Sailors already having earned the NEC U47A Shipfitter, going through the common core material was a refresher and understanding the requirements to truly test the capabilities of the shop proved that their selection made perfect sense.

HT1 Kinard and HT1 Abernathy completed the Pipefitter JQR and earned their NECs in April and May 2018, respectively. HT1 Kinard has since transferred to recruiter training and HT1 Abernathy will soon be reporting aboard USS Donald Cook (DDG 75). With the award of the Pipefitter NEC, HT1(SW) Abernathy has earned three NEC’s: 835A Watertight Closure Maintenance Technician, U47A Shipfitter and U52A Pipefitter, while stationed at SWRMC.

Their dedication and hard work will ensure the HTs following in the Pipefitter JQR will always meet the highest of standards.
By BM1 Christopher Dew, Everett Detachment Public Affairs

**Everett Detachment Reservist Earns NAMTS NEC**

Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) Detachment Everett achieved a new milestone in the NAMTS program by qualifying the first U.S. Navy Reservist to complete the NAMTS program on reserve time alone.

Gunner’s Mate Second Class Ignacio Lizardo-Garcia, a native of Aguascalientes, Mexico, attached to SurgeMain Des Moines, Iowa, qualified as a Valve Repair Technician, earning his NEC 834A. He is the first selective reservist to do so at PSNS & IMF.

Qualifying in NAMTS as an active duty Sailor is time-consuming and challenging; doing so on reserve time was unheard of before Petty Officer Lizardo-Garcia.

A candidate has to aggressively pursue qualifications through a personnel qualification standard, formal hands-on training and informal training sessions. The reservists performing their annual active duty military commitment are pressed for time as they must balance their assigned tasks with the training regimen. Those who know Ignacio, a career Naval Reservist, will not be surprised at his unique accomplishment.

“When I heard Ignacio had been the first to qualify, I wasn’t the least bit surprised. He is always so diligent, walking about with a binder under his arm, looking for new opportunities!” stated Chief Gunners Mate Antonio Vargas, the Surge Main senior enlisted leader in Des Moines.

“He is a top-notch individual and it was a pleasure to have him come work for me!” stated Mr. Eric Welter, Weapons Shop supervisor at IMF Everett.

Navy reservists are Sailors drawn from all walks of life. They train to be ready for the call to service, if and when the need should arise. With Sailors such as GM2 Lizardo-Garcia, whose enthusiasm and determination are more than apparent, the Navy has a great talent base from which to draw.

By Sandra Hinz, Regional NAMTS Coordinator

**IMF Bangor Sailor Earns 3rd NAMTS NEC**

EM2 Joshua Nikkari has successfully completed the Inside Electrical Repair Technician, Outside Electrical Repair Technician and Watertight Closure Maintenance Technician JQRs. He is the first IMF Bangor Sailor to have earned three NAMTS NECs.

EM2 Nikkari arrived at IMF Bangor on September 9, 2016, and is assigned to the Inside Electrical Shop (51A). Petty Officer Nikkari has served aboard two aircraft carriers, USS Theodore Roosevelt (CVN 71) and USS Ronald Reagan (CVN 76). Determined to make an impact, he completed his first NAMTS qualifications, the Inside Electrical Repair Technician JQR, within six months and immediately enrolled in the Outside Electrical Repair Technician JQR, which he completed ten months later. He then set his sights on being the first at IMF Bangor to complete three JQRs, so he enrolled in Watertight Closure Maintenance Technician. Petty Officer Nikkari is a determined and dedicated Sailor and he will be a great asset to his next command.
Improving upon its already successful training efforts, the Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) NAMTS program recently implemented a “pilot” program, testing the future implementation of NAMTS training for submarine auxiliary hydraulic, pump and valve repair.

The IMF’s Pump and Valve Shop, 31D, has taken the lead on this new training and is reporting success in integrating the training into the production schedule. This comes as no surprise since Shop 31D has been training NAMTS Sailors for more than a decade, successfully balancing production needs with training requirements.

This pilot JQR affords the submarine auxiliary machinist mates assigned to the production shops the opportunity to train on a skill they will need when they go back to the Fleet; it has been received positively by the Sailors.

“I feel that NAMTS is a great opportunity for submarine-qualified Sailors to gain a more in-depth knowledge of the system components that they work with on a regular basis, and hopefully (they) can take that knowledge back to the fleet and teach the next generation of submarine Sailors,” said Machinist Mate Second 2nd Class Christopher Andrews, with Shop 31D.

Embedding a new training program into a shop can be a challenge, but Nathan Klein, lead mechanic for Shop 31D, has made it work. Klein, who works closely with many of the Sailors, incorporates the NAMTS training in the day-to-day work of the shop and assigns Sailors work that is required to be learned in the JQR when available. “I would assign my sailors to work individually and give them guidance and ownership of their work,” explained Michael Wright, Shop 31D training supervisor. “To me, this created a better learning environment and increased ability.”

NAMTS has become a normal part of the job in Shop 31D for the Sailors and the civilians who work with them. New Sailors reporting to the shop are guided and mentored by the highly skilled civilian workforce. This gives the Sailors an equal chance to learn and experience a variety of production skills.

The experiences they gain are invaluable for their future success in the Navy and beyond. “The qualified NAMTS Sailors become huge assets to the shop,” Wright said, “some even get hired as civilians, which can be a big motivating factor for some.”

The PSNS & IMF Pump and Valve Shop has provided training to Surface Sailors for years; as the program matures and evolves with the addition of the Auxiliary Submarine Sailors to the NAMTS program, this training is sure to evolve as well.
NAMTS News

NAMTS was established to improve strike force organic maintenance capability, material self-sufficiency and enhance operational readiness. Currently, 15 ships in the Fleet have stood up NAMTS Afloat Training Activities (NATA) and are able to award any one of 19 select NAMTS NECs to the Sailors enrolled. Utilizing an Afloat NAMTS Coordinator to assist in program management, the ships have become a true “SEA School”. In addition, the commands that have become a NATA are able to partner with Regional Maintenance Activities and Ship Yards to accomplish competency training that may not be available aboard. NATA commands also participate in JQR reviews and new JQR/NEC development. With the ability to receive on-the-job, rating-specific training, NATA ships are developing a better-rounded Sailor and improving Fleet organic maintenance capabilities.

The NAMTS program is flourishing aboard USS Iwo Jima (LHD 7). To date, 25 Sailors have attained their NAMTS NECs and another 13 are enrolled. This process has allowed for continued success in all missions with which USS Iwo Jima is tasked. Some specific accomplishments include the overhaul of NR1 Waste Water pump in which MM2 Dietrich used skills obtained from the Pump repair NEC to improve efficiency of the Forward MMR plant. Additionally, (pictured below) FN Amber Pedersen and MM3 Michael Sanchez, finish tightening the fasteners of NR1 Evaporator Condensate Pump.

FN Amber Pedersen and MM3 Michael Sanchez, finish tightening the fasteners of NR1 Evaporator Condensate Pump aboard USS Iwo Jima (LHD 7). (Photo by Lawrence Burns.)

By way of programs such as NAMTS, the Navy is able to utilize its best asset, its Sailors. Through Sailors-training-Sailors, we optimize the ship’s ability to do more while on station and reduce contractor repair costs. This will only help the mission and capability of the entire Fleet by allowing ships to stay on station longer. MM1 Diaz, the Command NAMTS Coordinator, can certainly attest to this. Just last year during the ship’s MCI (Mid-Cycle Inspection), MM1 who has his Pump Repair NEC, led and trained three Sailors in the overhaul of 1A Main Condensate pump. These Sailors’ efforts resulted in the ship passing its Full Power Run and attaining a top speed of 176 revolutions per minute (RPMs) on both shafts, an accomplishment rarely seen on this platform. Not only did this boost morale and pride throughout the Engineering department, but it was key in the ship earning its third consecutive Battle Efficiency award, another uncommon accolade.

In step with the ship’s motto of, “Uncommon Valor was a Common Virtue,” USS Iwo Jima continues to make uncommon success a common feat and the NAMTS program has played an integral part in that success.

The NAMTS program aboard USS John C. Stennis (CVN 74) is ready to lead the Fleet. They have spent months reviewing each JQR and line item. They have assigned maintenance or work packages on practical factor signature items in order to direct our sailors to success, and have provided this guidance, a qualified signers list, and a JQR for all Sailors aboard. They have the plan, the tools, and the knowledge aboard and will make this program successful. The ship currently has 52 Sailors enrolled across eight JQRs.

USS Nimitz (CVN 68) is currently hot in the docking phased incremental availability (DPIA) and the NAMTS program onboard is in full swing. Adding new Sailors to the Valve Repair NEC, they are working hand-in-hand with PSNS on the valve repair facility. Sailors are getting hands-on experience with reseating, rebuilding and replacing valves in the numerous systems. USS Nimitz’s NAMTS program is taking advantage of being able to tear-down equipment and obtaining more on-the-job training; the ship currently has 50 Sailors across ten JQRs.

CDR Michael Thompson (CHENG) and Master Chief Marte (Top Snipe) believe they are beginning to see the early stages of USS Harry S. Truman (CVN 75) taking back ownership of their processes and programs to train their maintenance teams in order to support a sense of urgency in the redevelopment of their organic repair capabilities. Their Sailors have the opportunity to train in nine different JQRs. NAMTS has now become a standard part of the engineering department training program aboard USS Harry S. Truman.

(Continued on page 25)
USS Dwight D. Eisenhower’s (CVN 69) Engineering Department leadership believes cross-training its Sailors is going to become a major power play in order to keep the ship ready and flexible when it comes time for deployment and eventual combat operations. Chief Engineer CDR Frank Gasperetti said, “NAMTS provides practical course work and hands-on opportunities for Sailors,” and he is excited about the training NAMTS provides. Having 30 sailors enrolled in eight different JQRs, the ship trains in Air Conditioning & Refrigeration, Technician, Heat Exchanger Repair Technician, Inside Machinist, Outside Electrical Repair Technician, Pipefitter, Shipfitter, Valve Repair Technician and Watertight Closure Maintenance Technician. Since becoming a NAMTS Afloat Training Activity (NATA), the ship has maintained 100% active monthly participation from all enrolled Sailors.

USS George H.W. Bush (CVN 77) actively trains personnel in eight JQRs to include Heat Exchanger Repair Technician, Inside Electrical Repair Technician, Inside Machinist, Outside Electrical Repair Technician, Pipefitter, Rigger / Weight Tester, Shipfitter, Water Tight Closure Maintenance Technician and General Shipboard Welder / Brazer. The Engineering Department leadership aboard USS George H.W. Bush and NAMTS Job Qualification Requirements Coordinator, BMC(SW/AW/IW/EXW) Bo Miller, believe that sailors who receive on-the-job, rating-specific training through NAMTS have become better-rounded and are a greater asset to the ship and the Fleet.

USS Abraham Lincoln (CVN 72) has a new Command NAMTS Coordinator, MMC Marcus Campbell. Chief Campbell was recently heavily involved during a Ship Organic Repair Capability Assist Team (SORCAT) visit and as a result, he commented, “the SORCAT visit was especially beneficial as it sheds light on the challenges that exist day-to-day aboard the ship and our ability to perform intermediate level maintenance without outside assistance. With NAMTS and SORCAT, we are better able to identify our training and equipment shortfalls and they help us establish what is necessary for us to fix our ship.” The ship currently has Sailors enrolled in four different JQRs.

USS Theodore Roosevelt (CVN 71) recently returned from deployment. The ship made history as the first afloat command to perform an oral board while deployed. They were able to conduct two oral boards for Sailors, allowing them to complete their NAMTS training. Congratulations to MMC (SW/AV) Yonghui Wu for completing his Hydraulics Repair Technician JQR and MM2(SW) Steven Murphy for completing his Valve Repair Technician JQR.

MM1(SW) Christopher Willard, Command NAMTS JQR Coordinator, and MM1(SW) Rickie Carter, Assistant Command NAMTS JQR Coordinator, worked with Mr. Lawrence Burns, Afloat NAMTS Coordinator, West to schedule and perform the boards.

MMNC(SW) Eric Lawlor provided assistance, sitting in as the Afloat NAMTS Coordinator, as he was the Command NAMTS JQR Coordinator for Southwest Regional Maintenance Center prior to reporting to the ship. Chief Lawlor worked with Mr. Burns to obtain the board questions and monitor the boards to maintain the program’s integrity.

These last two completions bring the total number of Sailors aboard who have completed a NAMTS JQR and received an NEC to nine. Theodore Roosevelt continues to raise the bar while maintaining their focus on the NAMTS program.
N aval Submarine Support Facility New London (NSSF NLON), working in partnership with Submarine Force Atlantic (SUBLANT), assisted with the development of two Submarine Repair Facility JQRs: Submarine Air Conditioning & Refrigeration Repair Technician and Submarine Hydraulic, Pump and Valve Repair Technician. NSSF NLON currently has 14 personnel enrolled in three different JQRs.

NAMTS by the Numbers: 2018 Statistics

NECs Available: 19
Training Sites: 27
Current Enrollees: 860
Sailors Holding NECs: 3,036
Transfers to sea: 170
Graduates through June: 252
Total Maintenance Competencies earned by those Graduates: 5,966

O n Friday, June 8, 2018, Assistant Secretary of the Navy for Research, Development & Acquisition (ASN (RD&A)), Honorable James Geurts, paid Mid-Atlantic Regional Maintenance Center a visit.

As the Navy’s acquisition executive, Mr. Geurts has oversight of an annual budget in excess of $60 billion and is responsible for equipping and supporting the finest Sailors and Marines in the world with the best platforms, systems and technology as they operate around the globe in defense of our Nation.

The visit started with an inbrief with CNRMC leadership to include CNRMC Executive Director Senior Executive Service Stephanie Douglas, MARMC Commanding Officer Capt. Daniel Lannamann and MARMC Executive Director Dennis Bevington along with MARMC’s department heads.

He later toured MARMC shops located in Building CEP-200 as well as Building LF-18. During his visit, he also met with MARMC Military Training Officer, Mr. Jason Tate, and NAMTS Representatives Jason Nofsker and Andrew Porter, learning about some of the opportunities afforded to Sailors through the NAMTS program and how NAMTS contributes to the strengthening of our Fleet’s organic repair capabilities.

(L-R): MARMC Commanding Officer, Capt. Daniel Lannaman; Mr. James Geurts, Assistant Secretary of the Navy (RDA); Mr. Jason Nofsker, MARMC Regional NAMTS Coordinator; Mr. Jason Tate, MARMC Military Training Officer and Mr. Andrew Porter, Norfolk Naval Shipyard Regional NAMTS Coordinator. (Photo by Christopher Wyatt, MARMC Public Affairs.)
Navy Afloat Maintenance Training Strategy and its Ship Organic Repair Capability Assist Team effort exhibited at the American Society of Naval Engineers’ MegaRust Naval Corrosion Conference, May 22-24, 2018, in San Diego, CA. The event’s theme was “Corrosion Control: Enabling Affordability, Mission Readiness and Force Domination.” MegaRust is conducted annually to provide a consolidated focus on Navy corrosion issues. Corrosion is a major factor in the readiness and total ownership cost of naval systems and the conference is intended to provide updated information on programs, policies, standards and Fleet experience related to corrosion and to promote discussion and sharing of information on technologies and strategies for controlling corrosion.

On display within the NAMTS and SORCAT booths was a video presentation of Southwest Regional Maintenance Center’s (SWRMC) fluidized bed powder coating machine featured earlier and found on page 9 of this edition of NAMTS News. SWRMC’s corrosion control shop is the first of the various U.S Navy Regional Maintenance Centers to receive a fluidized bed powder coating machine.

(L-R) Doug Scholl (Regional NAMTS Coordinator), Scott Buchanan (Senior Analyst) and Charlie Lynch (SORCAT Project Manager) speak to conference attendees about the NAMTS program and services provided through SORCAT. (Photo by Mike Mallore.)

At the far right, Brian Jolley, Production Equipment Specialist, engages with MegaRust conference attendees and walks them through a video demonstration of the fluidized bed powder coating machine. (Photo by Mike Mallore.)

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NAMTS Program Changes and Updates

NAMTS JQR Changes and Updates

The NEC Implementation Matrix found towards the back of this publication on page 35 is a “one-stop shop” for all NAMTS personnel for selection of associated JQRs. This matrix shows valuable information including legacy and current Navy Enlisted Classification codes assigned to all NAMTS JQRs. Current changes to the matrix include updates to the assigned ratings as shown in the NAV-PERS Manual for NEC descriptions. The NAMTS Pump Repair Technician has been approved for changes to its current NEC of 736B from its legacy NEC of 4227. Additional changes include by location in the following areas:

- Southwest Regional Maintenance Center
  - Inside Electrical (Implemented)
  - Shipboard Calibration Coordinator (Pending)
- Intermediate Maintenance Facility Bangor
  - Outside Electrical (Implemented)
- Hawaii Regional Maintenance Center
  - General Shipboard Welder / Brazer (Implemented)
  - Interior Communications (Not Implemented)
  - Outside Electrical (Not Implemented)
  - Pump Repair (Pending)
  - Rigger/Weight Tester (Pending)
  - Shipboard Calibration Coordinator (Pending)

See page 35 for the full list.

NAMTS Fiber Optic Technician JQR Update

The NAMTS Fiber Optics Technician course continues to move toward implementation in November 2018, as the curriculum is being reviewed by NSWCDD’s Fiber Optics Branch. SWRMC will become the first training site with MARMC and SERMC following in early 2019. To date, SWRMC has outfitted their Fiber Optic training lab and is acquiring the necessary Fiber Optic tools, materials and consumables. The SWRMC Fiber lab will host classes where eight Sailors have the opportunity to earn their Fiber Optics Technician JQR over a two-week period. The initial course focuses on qualifying SWRMC personnel and will open to Fleet Sailors in 2019.

NAMTS JQR Under Consideration

NAMTS Close In Weapons System (CIWS)

File Photo: US Navy 060619-N-41666-054 Fire Controlman 2nd Class Vincent Ludouici conducts maintenance on the forward Close In Weapons System (CIWS) aboard the guided-missile destroyer USS Russell (DDG 59)
Proper Markings

Safety is and will always be a priority for our Fleet. During a recent SORCAT visit, the team found numerous electrical workbenches not redesignated to mechanical workbenches in accordance with Naval Ships’ Technical Manual (NSTM) Chapter 300, Electric Plant – General, Appendix H. 300-H.6 REDESIGNATION OF ELECTRICAL WORKBENCH TO MECHANICAL WORKBENCH.

300-H.6.1 REQUIREMENTS TO CONVERT AND REDESIGNATE AN ELECTRICAL WORKBENCH TO A MECHANICAL WORKBENCH. Electric and electronic workbenches are installed as a matter of configuration identity in accordance with record drawings to support safe anticipated maintenance and repairs. Removal of associate electrical attributes that were provided at original installation can affect mission and maintenance capability. Electrical safe workbenches shall be maintained in accordance with NSTM Chapter 300 Appendix H. PMS and technical directives. Difficulties in obtaining bench repair parts or in maintaining the bench electrically safe for energized work shall be brought to the attention of the Ships Maintenance Officer. Additional maintenance resources and assistance are available by utilizing the regional maintenance center engineering agents. In the event that a workbench is no longer required (i.e., existing in a non-electrical work designated work space), work benches may be downgraded with approval and direction of the Commanding Officer and approved Departure from Specification.

1. Obtain approved Departure from Specification (DFS) to convert and re-designate the electrical workbench to a mechanical workbench.

2. Determine whether the power disconnect switch for the affected electrical workbench is connected as Type 1, Type 2 or Type 3 as described in paragraph 300-H.4.1 as each Type provides a different means of connecting the electrical workbench(es) and electrical test panel(s), when provided. In all cases it will be required to properly identify the connected power sources including 450V, workbench and electrical test panel in order to electrical 110V, DC and 400Hz sources and trace their circuits to the designated y isolate them with the exception of retaining power for the 110-volt convenience outlet.

3. Identify applicable power sources providing 450V, 110V, DC and 400Hz power to the electrical workbench and electrical test panel, when installed.

4. Tag-out all sources of power to the electrical workbench and electrical test panel, when installed, in accordance with paragraph 300-2.4.1.

5. In the case for an isolated electrical workbench and electrical test panel open either the power panels or test panel, as appropriate and disconnect power leads from their terminals for all circuits providing 450V, DC and 400Hz power with the exception of the circuit providing 110-volts power for the convenience outlet. For the case where multiple electrical test panels share common power sources it will be required to isolate affected power at the test panel of the designated workbench. After properly identifying power leads lift, tape, label and secure the disconnected leads.

6. Close power panels or test panel and remove safety tags.

7. Re-energize power sources to the electrical workbench and electrical test panel, when installed. Verify that all sources of power available to the workbench and test panel are deenergized with the exception of power provided for the 110-volt convenience outlet. Receptacles deenergized shall be covered or removed and blanked.

8. Remove original placard that identified the workbench as an electrical safe workbench and change to placard identifying workbench as a mechanical workbench; work on energized electrical equipment is prohibited on this workbench and all power sources except 110-volt convenience power have been disabled at this workbench.

9. If power leads were lifted at the power panel, change the label plates on applicable receptacles, as appropriate, to note that the circuits are no longer available.

10. Each ship is required to have at least one Electrical Workbench and more should be considered on larger ships. For specific ships, review ship’s drawings.

Questions can be addressed by SORCAT point of contact, Mr. Russell Lincoln at russell.lincoln@valkyrie.com.

*SERVIT POST GROUND SUPPORT BRACKET (TERMINAL BOARD) SHALL BE INSTALLED ON THE BACK PANEL ASSEMBLY OF THE ELECTRIC POWER PANEL. (SEE NAVAIR DRAWING NO. 63A114F12.)
PSNS & IMF Everett, WA

NEC 834A - Valve Repair Technician
- MM1 (SW) Johnnathan Archbold
- MM2 (SW) Alexander Arellanockendall
- MM2 (SW) Michael Coler
- BM2 (SW) Brandon Fischer
- FC1 (SW) William Grissom
- MM1 (SW) Joshua Johnson
- GM2 (SW) Ignacio Lizardegarcia
- BMC (SW/AW) Karl Otto
- MM2 (SW) Larry Parrish, Jr
- MM1 (SW) Pauljames Salas, Jr
- BM1 (SW/AW) Marcus Solomon
- BM2 (SW) Robertus Sulistiono

NEC 835A - Watertight Closure Maintenance Technician
- MM2 (SW) Johnathan McLean

NEC U08A - Gas Turbine Repair Technician
- GSM3 (SW) Blake Dressel
- GSE1 (SW) Reed Endsley
- GSM2 (SW) Joan Fanel
- GSM2 (SW) Nicholas Farley
- GSM1 (SW) Jeffrey Hartman
- GSM2 (SW) Guadalupe Ramirezgonzalez
- GSM3 (SW) Marshall Rounsville
- GSE1 (SW) Rochelle Solis

NEC U18A - Heat Exchanger Repair Technician
- MM2 (SW) Alexander Arellanockendall
- GSM1 (SW) Stephen Fromm

NEC U39A - Outside Electrical Repair Technician
- EM2 (SW) Joel Lopez

NEC U47A - Shipfitter
- HT2 (SW) Mitchell Hovland
- HT2 Richard Mercer
- HT2 Christopher Yant

PSNS & IMF Bangor, WA

NEC 834A - Valve Repair Technician
- MM1 (SW) Ryan Ancheta
- MM1 (SW/AW) Thaddaeus Blake
- MM1 (SW/AW) Jamalli Hill

NEC 835A - Watertight Closure Maintenance Technician
- EM2 (SW/AW) Joshua Nikkari
- HT2 (SW) Gavin Templeton
- HT1 (SW) Adam Welchel
- HT2 Ivan Cofield

NEC U39A - Outside Electrical Repair Technician
- EM2 (SW/AW) Joseph Quintanar, Jr
- EM2 (SW/AW) Joshua Nikkari
- EM2 Lance Brolsma

NEC U47A - Shipfitter
- HT2 (SW) James Bland
- HT2 (SW) Austin Raders
- HT2 James Silkwood

NEC U52A - Pipefitter
- HT2 (SW/AW) Jonathon Coard
- HT2 (SW) Ivan Cofield

NEC U40A - Inside Electrical Repair Technician
- EM2 Thomas Culberson, Jr
- EM1 William Kerr IV
- EM2 Matthew Wrazin
- EM2 Carl Dillahunty, Jr

(Continued on page 31)
Mid-Atlantic Regional Maintenance Center
NEC 797A - Rigger / Weight Tester
BM2 Danteangelo Doit II
BM2 Jarrett Black
BM2 Scott McDonald
BM2 Lorenzo Thomas
BM1 (SW/EXW/SCW) Corey Bernardi
BM1 (SW) Megan Green
MMFN Serena Gonzalez
BM3 (SW) Amanda Karnai
BM3 (SW) Lashawn Loney
BM2 (SW) Carlton Mebane III
BM2 (SW) Andrew Minella
BMC (SW) Lance Morrison
BMC (SW/AW) Corey Rath
BM2 (SW) Cheyenne Ross
BM2 (SW) Shanita Terry
BM2 (SW) Candace Wortham

NEC U18A - Heat Exchanger Repair Technician
GSM1 Robert Busteed, Jr
MM3 Devon Dendy
MM2 Joseph Passi
MM1 (SW) Andrew Altman
MM2 (SW) Darrell Cooper
MMFN (SW) Derek Ehlers
MM2 (SW) Terrica Franklin
GSE2 (SW) Akin Lamin
MMC (SW) David Winker
MM2 Felipe Pobleteencina

NEC U33A - Inside Machinist
MR1 (SW) Raymond Lee

NEC U34A - Outside Machinist
MM2 (SW) Stephanie Faenza
MM2 (AW) Matthew Gesslein

NEC 736B - Pump Repair Technician
EN1 (SW) Tory Evans
MM2 (SW) Diane Saidat
MM2 (SW/AW) Adam Veitch
MMW1 (SS) Mark Williams

NEC 834A - Valve Repair Technician
GSM1 Robert Busteed, Jr
MMFN Jorge Alvite

NEC 835A - Watertight Closure Maintenance Technician
DC2 (SW) Cody Freeman
EN2 (SCW) Raymond Johnson, Jr
DC2 (SW) Scott Snider
EM3 (SW) Katrina Deneui
EM3 Molly Bueide

NEC U08A - Gas Turbine Repair Technician
GSM2 Ezekiel Vanmeter II
GSM3 Kamaria Newton
GSM3 Kristofeyson Regero
GSM2 (SW) Avram Aplasca
GSM1 (SW) Anthony Christy
GSM2 (SW) Alma Enriquez
GSM2 (SW) Shawnisa Estep
GSM2 (SW) Lorenzo Hicks, Jr
GSM1 (SW) Alexson Hoff
GSM1 (SW) Nicholas Morin
GSM2 (SW) Jerick Young

NEC U11A - Gas Turbine Electrical Repair Technician
GSE1 Austin Caldwell
GSEFR Yining Han
GSE1 (SCW) Zachary Barr
GSE2 (SW) Thomas Claypool

(Continued on page 32)
Mid-Atlantic Regional Maintenance Center

NEC U11A - Gas Turbine Electrical Repair Technician, cont’d
GSE2 (SW) Akin Lamin
GSE1 (SW) Kevin Parks
GSE1 (SW) Joshua Stevick
GSE3 (SW) Andre Vargas

NEC U39A - Outside Electrical Repair Technician
EM3 Molly Bueide
EM2 Aaron Householder
EM2 (SW) Mark Broderick
EM2 (SW) Justin Burgess
EM1 (SW) Kendall Gaillard
EM2 (SW) Matthew Kerr
EM1 (SW/AW) Eric Pease
EMN2 (SW) Perry Sadowski
EM2 (SW/IW) Aaron Lewis

NEC U47A - Shipfitter
HTFA Jose Duarte, Jr
HTFN Tylor Borst
HTFN Crisli Chacon
HT3 Joseph Sirmans
HTFR Jaelin Washington
HT2 Joshua Weber
HT1 (SW/AW) Kristen Bigelow
HT2 (SW) Richard Morgan
HT2 (SW) Peyton Orgill
HTC (EXW) Joel Snowdeal
HT2 (SW) Andrew Wilson

NEC U52A - Pipefitter
HTFN Crisli Chacon
HTC Stephen Berella
HT2 Joseph Dicaro
HTFA Kaitlyn Putney
HT2 (SW) James Thomas

Portsmouth Naval Shipyard
Detachment—San Diego

NEC U52A - Pipefitter
HT1 (SW/AW) Jeffrey Meginness, Jr

Norfolk Naval Shipyard

NEC 834A - Valve Repair Technician
MMN1 (SS) David Anderson
MM2 (SW/AW) Benjamin Cartwright
MM2 (SW) Santana Cheatham
MM2 (SW) Joshua Lile
MMN1 (SS) Patrick McClorey
MM2 (SW) Shawn Murphy
GSM2 (SW) Dmitri Thompson II

NEC U33A - Inside Machinist
MR1 (AW) Daniel Mendes

NEC U17A - Air Conditioning and Refrigeration
MM2 (SW) Courtney Ballard
MM3 (SW) Nolan Lanag

NEC U26A - Diesel Engine-Governor & Injector Repair Technician
EN1 (SW) Jason Hook

USS Abraham Lincoln (CVN 72)

NEC 834A - Valve Repair Technician
MM3 Lucas Dustal

(Continued from page 31)
Southwest Regional Maintenance Center

NEC 797A - Rigger / Weight Tester
BM2 (SW/AW/IW) Christopher Amoah
BM1 (EXW/SCW/AW) Aron Braithwaite
BM1 (SW/EXW/AW) Thongvan Khalek

NEC 834A - Valve Repair Technician
MAC (SW) Garret Chadek
EN1 (SW) Carlos Figueroa, Jr
MA1 (SW/AW) Jerald Halldorf
MA1 (AW/EXW) Garry Maxwell II
MA1 (SW/EXW/AW) Jason Oliver
CTT2 (SW) Kendra Sims

NEC 835A - Watertight Closure Maintenance Technician
HT1 (SW) Hector Zuniga, Jr

NEC U08A - Gas Turbine Repair Technician
GSM2 (SW/AW) Michelle Abolencia
GSM2 (SW/AW) Hector Cervantes, Jr
GSM2 (SW) Melissa Covington
GSM2 (SW) Cheng Ding
GSM2 (SW) Zarred Lusung
GSM2 (SW) Patrickantonio Perez

NEC U39A - Outside Electrical Repair Technician
EM3 (SW) April Ignacio

NEC U47A - Shipfitter
HT2 (SW/AW) Donald Abernathy III
HTC (SW) Timothy Nedzweckas
HT2 David Florido
HT2 Rory Johnson

NEC U52A - Pipefitter
HT2 (SW/AW) Donald Abernathy III
HT1 (SW/AW) Jeffery Kinard

NEC U26A - Diesel Engine-Governor & Injector Repair Technician
EN2 (SW) Daniel Hallman
EN2 (SW) Leonardo Nguyen

Southeast Regional Maintenance Center

NEC 797A - Rigger / Weight Tester
BM2 (SW/AW/IW) Joshua Butler
BM2 (SW) Helen Clemons
BM2 (SW) Megan Pacej

NEC 834A - Valve Repair Technician
MMFN David Luong
MM1 (SW/AW) Jared Alessi
GSM3 (SW) Matthew Armstrong
GSM2 (SW) Bethany Bryan
DC1 (SW/AW) Fungai Diura
GSM3 (SW) Travis Golden
MM1 (SW/AW) Loyd Jones IV
MM2 (SW/AW/IW) Sherifa Wrightbelizaire

NEC 835A - Watertight Closure Maintenance Technician
DC2 (SW) Mario Barrera
BM1 (SW) Fred Lowe

NEC U08A - Gas Turbine Repair Technician
GSM2 (SW) Bennie Netters, Jr
GSM2 (SW) Devin Tavares

NEC U54A - General Shipboard Welder / Brazer
HT2 (SW/AW) Mason Correnti
HTFN Edwin Echeverria
HT1 (SW) Jacob Edwards
HT1 (SW) Arron O’Neil

(Continued from page 32)

(Continued on page 34)
Southeast Regional Maintenance Center

NEC U08A - Gas Turbine Repair Technician
GSM2 (SW) Bennie Netters, Jr
GSM2 (SW) Devin Tavares

NEC U11A - Gas Turbine Electrical Repair Technician
GSE2 (SW) Haiden Greeno
GSE3 Ronesha Patterson
GSE2 (SW) John Neaton
GSE3 Christopher Solano

NEC U18A - Heat Exchanger Repair Technician
MM3 Shauna Putnam
MM1 (SW) Anthony Oliveira
MM2 (SW) Jonathan Stonge
MMCS (SW/AW/EXW) John Torres
GSM2 (SW) Brian Yuchasz

NEC U33A - Inside Machinist
MRC (SW/AW) Sean Boykin

NEC U34A - Outside Machinist
MM2 (SW) Julia Gardner

NEC U39A - Outside Electrical Repair Technician
EM3 (SW/AW) Elkin Escobar
EM1 (SW/AW) Ronald Jones, Jr
EM2 (SW) Manaisi Leblanc

NEC U40A - Inside Electrical Repair Technician
EM2 (SW/AW) Andrew Synan
EM2 (SW) Joseph Chavez Salazar
EMFA Zariah Gross
EM1 (SW/AW) Kimberly Thomas
EM3 (SW) Marcus Wyatt

NEC 736B - Pump Repair Technician
GSMFN Dawna Dingmann
GSMFN Keyana Starkweather
GSM3 (SW) Gunnar Lichty

USS Emory S. Land (AS 39)

NEC U47A - Shipfitter
HT1 (SW) Christopher Merrow

USS Theodore Roosevelt (CVN 71)

NEC 834A - Valve Repair Technician
MM2 (SW) Steven Murphy

NEC 761A - Hydraulic Repair Technician
MMC (SW) Yonghui Wu

USS Iwo Jima (LHD 7)

NEC 797A - Rigger / Weight Tester
BM2 Darcus Morgan
BM2 Isiah Tolin

NEC 834A - Valve Repair Technician
MM2 (SW/AW) David Carmona
MR1 (SW/AW) Bridget Cowne
MM1 (SW/AW) Thomas John

NEC U17A - Air Conditioning and Refrigeration
MM2 (SW/AW) Dericka Featherstone
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NAMTS Training is Available at these Facilities

East Coast Afloat
- USS Dwight D. Eisenhower (CVN 69)
- USS Abraham Lincoln (CVN 72)
- USS Harry S. Truman (CVN 75)
- USS George H. W. Bush (CVN 77)
- USS Kearsarge (LHD 3)
- USS Bataan (LHD 5)
- USS Iwo Jima (LHD 7)

West Coast Afloat
- USS Nimitz (CVN 68)
- USS Carl Vinson (CVN 70)
- USS Theodore Roosevelt (CVN 71)
- USS John C. Stennis (CVN 74)
- USS Wasp (LHD 1)
- USS Essex (LHD 2)
- USS Boxer (LHD 4)
- USS America (LHA 6)
- USS Bontomme Richard (LHD 6)

NAMTS News
To learn more about the NAMTS and how you or your Sailors can get involved, please contact your nearest Regional NAMTS Coordinator (RNC), Afloat NAMTS Coordinator (ANC), SORCAT Scheduler or CNRMC by using the following information.

### NAMTS Points of Contact

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Phone/Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNRMC - Code 900 Director, L-Level Production</td>
<td>Daniel Spagone</td>
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</tr>
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<td>SWRMC Pre-Commissioning Unit NAMTS Coordinator</td>
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</tr>
<tr>
<td>CNRMC - Code 930 NAMTS Program Manager</td>
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<tr>
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<tr>
<td>THMS Project Manager</td>
<td>Mike Mallore</td>
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</tr>
<tr>
<td>NAMTS Production Equipment Specialist - Lead</td>
<td>Brian Jolley</td>
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<tr>
<td>Afloat NAMTS Coordinator - West Coast</td>
<td>Larry Burns</td>
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<tr>
<td>Regional NAMTS Coordinator - Puget Sound Naval Shipyard &amp; Intermediate Maintenance Facility (Bangor)</td>
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<td>(360) 315-1800, <a href="mailto:robert.campbell@valkyrie.com">robert.campbell@valkyrie.com</a></td>
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<tr>
<td>Regional NAMTS Coordinator - Puget Sound Naval Shipyard &amp; Intermediate Maintenance Facility (Everett)</td>
<td>Joe Bigwarfe</td>
<td>(425) 304-5515, <a href="mailto:Joseph.bigwarfe.ctr@navy.mil">Joseph.bigwarfe.ctr@navy.mil</a></td>
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<tr>
<td>Regional NAMTS Coordinator - Southwest Regional Maintenance Center (SWRMC)</td>
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<tr>
<td>Regional NAMTS Coordinator - Pearl Harbor Naval Shipyard &amp; Intermediate Maintenance Facility</td>
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<tr>
<td>NAMTS Production Equipment Specialist - West Coast</td>
<td>Jeff McNicholl</td>
<td>(619) 405-1463, <a href="mailto:jeffrey.mcnicholl.ctr@navy.mil">jeffrey.mcnicholl.ctr@navy.mil</a></td>
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<tr>
<td>Corrosion Control Specialist</td>
<td>Andy Vasquez</td>
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<tr>
<th>SORCAT Project Manager</th>
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<tr>
<td>Charlie Lynch</td>
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<tr>
<td><a href="mailto:charles.lynch.ctr@navy.mil">charles.lynch.ctr@navy.mil</a></td>
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<td>Grabiela Quinones</td>
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<td>Gary Watson</td>
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<td>John Zurowski</td>
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<td><a href="mailto:john.zurowski.ctr@navy.mil">john.zurowski.ctr@navy.mil</a></td>
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<td>Russell Lincoln</td>
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<td>Darrohn Bickford</td>
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<td>Michael Dengate</td>
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<tr>
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<td>Richard Smith</td>
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<tr>
<td><a href="mailto:richard.j.smith5.ctr@navy.mil">richard.j.smith5.ctr@navy.mil</a></td>
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<td><a href="mailto:richard.j.smith5.ctr@navy.mil">richard.j.smith5.ctr@navy.mil</a></td>
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<th>SORCAT Manpower Administration Subject Matter Expert</th>
<th>(757) 363-0010 x125</th>
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<td>Maria Vejar</td>
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<tr>
<td><a href="mailto:maria.vejar@valkyrie.com">maria.vejar@valkyrie.com</a></td>
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<th>SORCAT Logistics Specialist</th>
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<tr>
<td>Chad Woodward</td>
<td></td>
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<tr>
<td><a href="mailto:chad.woodward@valkyrie.com">chad.woodward@valkyrie.com</a></td>
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<th>SORCAT Logistics Specialist</th>
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<tr>
<td>Nicholas Hurtienne</td>
<td></td>
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<tr>
<th>SORCAT Technical Library</th>
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<tr>
<td>Mike Gwinn</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:michael.gwinn@valkyrie.com">michael.gwinn@valkyrie.com</a></td>
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