IN THIS ISSUE:
- Program Visibility Reaches New Heights
- NAMTS Increases Presence in Guam
- SWRMC Introduces Technology To Improve Training
- Nuclear And Submarine Rated Sailors Participate
Welcome to the 43rd 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 levels 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 the program, including its governing instructions, training requirements, links to related websites, FAQs, and archived newsletters at:

https://navsea.portal.navy.mil/field/cnrmc/namts

NAMTS Training Sites

- Puget Sound Naval Shipyard and Intermediate Maintenance Facility Detachment (PSNS & IMF DET Everett) (NWRMC)
- Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF Bangor) (NWRMC)
- Mid-Atlantic Regional Maintenance Center (MARMC)
- Norfolk Naval Shipyard (NNSY)
- Southeast Regional Maintenance Center (SERMC)
- Southwest Regional Maintenance Center (SWRMC)
- Portsmouth Naval Shipyard Detachment San Diego (PNS DET SD)
- USS Emory S. Land (AS 39)
- USS Frank Cable (AS 40)
- USS Bataan (LHD 5)
- USS George H. W. Bush (CVN 77)
- USS Iwo Jima (LHD 7)
- USS Nimitz (CVN 68)
- USS Theodore Roosevelt (CVN 71)
- USS John C. Stennis (CVN 74)
- USS Carl Vinson (CVN 70)
- USS Wasp (LHD 1)

NAMTS by the NUMBERS

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<tr>
<th>Currently Enrolled Warriors</th>
<th>2016 Graduated Warriors</th>
<th>2016 Tests Administered</th>
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<tr>
<td>Shore—1634</td>
<td>Jan—Jul</td>
<td>Pre 650 / Post 782</td>
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<td>Afloat—272</td>
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NAMTS News 2 July 2016
Vice Admiral Thomas J. Moore became the 44th commander of Naval Sea Systems Command (NAVSEA) June 10, 2016. VADM Moore is a second generation naval officer who graduated from the United States Naval Academy in 1981, with a Bachelor of Science in Math/Operations Analysis. He also holds a degree in Information Systems Management from George Washington University and a Master of Science degree in Nuclear Engineering from the Massachusetts Institute of Technology.

As a surface nuclear officer for 13 years, he served in various operational and engineering billets aboard USS South Carolina (CGN 37) as machinery division officer, reactor training assistant and electrical officer; USS Virginia (CGN 38) as main propulsion assistant; USS Conyngham (DDG 17) as weapons officer; and USS Enterprise (CVN 65) as the number one plant station officer responsible for the de-fueling, refueling and testing of the ship’s two lead reactor plants during her 1991-1994 refueling complex overhaul (RCOH). Additionally, ashore he served two years as a company officer at the United States Naval Academy.

In 1994, he was selected for lateral transfer to the Engineering Duty Officer community, where he served in various staff engineering, maintenance, technical and program management positions including: Carrier Overhaul Project Officer at the Supervisor of Shipbuilding, Newport News, Virginia, where he led the overhaul of USS Enterprise (CVN 65), USS Theodore Roosevelt (CVN 71) and the first year of USS Nimitz (CVN 68) RCOH; Assistant Program Manager for In-Service Aircraft Carriers (PMS 312) in the office of the Program Executive Officer, Aircraft Carriers, Aircraft Carrier Hull, Mechanical and Electrical (HM&E) Requirements Officer on the staff of the Chief of Naval Operations Air Warfare Division, Office of the Chief of Naval Operations (OPNAV N78); and five years in command as the Major Program Manager for In-Service Aircraft Carriers (PMS 312), where he was responsible for the new construction of the George H.W. Bush (CVN 77), the RCOH of USS Dwight D. Eisenhower (CVN 69) and USS Carl Vinson (CVN 70) and the life cycle management of all In-Service Aircraft carriers.

In April 2008, he reported to the staff of the Chief of Naval Operations as the Deputy Director, Fleet Readiness, OPNAV N43B. From May 2010 to July 2011, he served as the Director, Fleet Readiness, OPNAV N43.

Vice Admiral Moore commanded the Program Executive Office for Aircraft Carriers from August 11, 2011 to June 1, 2016. Over this five year period, he led the largest ship acquisition program in the U.S. Navy portfolio; was responsible for designing, building, testing and delivering Ford-class carriers; led the Navy’s first-ever inactivation of a nuclear-powered aircraft carrier, USS Enterprise (CVN 65); and was the lead in the U.S.-India Joint Working Group Aircraft Carrier Technology Cooperation.

As NAVSEA commander, Vice Admiral Moore oversees a global workforce of more than 56,000 military and civilian personnel responsible for the development, delivery and maintenance of the Navy’s ships, submarines and systems.

Vice Admiral Moore’s - Change of Command June 6, 2016

"There is no other organization in the world that does what the Naval Sea Systems Command does and I'm excited for the challenges and opportunities that are ahead of us."
Rear Admiral James Downey assumed duties as the Commander, Navy Regional Maintenance Center June 29, 2016 and as Naval Sea Systems Command Deputy Commander for Surface Warfare on July 1, 2016.

RDML Downey is a native of New York who graduated from the State University of New York, Albany, with a Bachelor of Science degree in Economics and Computer Science in 1986; he was commissioned in 1987. He earned a Master of Science in Computer Science from the Naval Postgraduate School, Monterey, California in 1997, followed by Engineering Duty Officer (EDO) School in Port Hueneme, California, where he graduated with distinction and received the Founder’s Award.

He qualified as a Surface Warfare Officer (SWO) on USS Hayler (DD 997) in 1989. Additional operational assignments include intelligence briefing officer to the Commander in Chief, Combined Forces Command, U.S. Forces Korea (USFK), Seoul, Korea; and multiple deployments afloat in the North Atlantic, Baltic, Arctic Circle and Pacific.

Engineering Duty Officer assignments include Assistant Program Manager (APM) for Surface and Subsurface Integration for GPS and Navigation Sensor System Interface programs, leading Tomahawk integration; Chief Engineer for High Assurance Systems at the Defense Information Systems Agency (DISA) and National Security Agency (NSA); Officer in Charge of Space and Naval Warfare Systems Command (SPAWAR), Yokosuka Japan; CVN 21 Program Chief Engineer, Principal Assistant Program Manager (PAPM) and Warfare Systems Director; CG(X) Major Program Manager; and Major Program Manager for the DDG 1000 program including delivery of the first ship of the class.

Rear Admiral Downey’s awards include the Legion of Merit (two awards), the Defense Meritorious Service Medal (two awards), the Meritorious Service Medal (two awards) and various other personal, unit and service awards.

Rear Admiral Downey’s All Hands
July 5, 2016
“...strengthening our Navy team, whereby the RMCs rely on a complete and healthy triad of NAMTS-trained Sailors, professional civilian managers and engineers, and skilled contractor technicians and maintainers.”
Ms. Stephanie Douglas was selected for appointment to the Senior Executive Service on April 25, 2016 and currently serves as the Executive Director for Navy Regional Maintenance Center (NRMC) in Norfolk, VA.

Her duties include oversight of the operations and management of the Regional Maintenance Centers in the execution of private-sector, depot-level maintenance and modernization, surface ship intermediate-level maintenance, and fleet technical and engineering support world-wide.

Ms. Douglas has six years of experience as a civil servant while serving as Deputy Director for Fleet Maintenance at U.S. Fleet Forces Command. She was responsible for fleet maintenance policy and a $3.5B fleet maintenance budget supporting two Naval Shipyards; three Regional Maintenance Centers; Trident Refit Facility, Kings Bay, and Readiness Support Group, New London, to deliver mission ready ships to combatant commanders and achieve expected service life.

Ms. Douglas previously served as a naval officer from 1981 to 2010, retiring at the rank of Captain with 29 years of service. During her active duty career as an Engineering Duty Officer, she served on USS Emory S. Land (AS 39) as Electrical Repair Officer and numerous maintenance activity tours at Charleston Naval Shipyard, Portsmouth Naval Shipyard, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, and two tours at Ship Repair Facility and Japan Regional Maintenance Center, Japan, first as Production Officer and Executive Officer and, finally, as Commanding Officer, where she made all preparations for the arrival of USS George Washington (CVN 73), the first nuclear powered warship to be home ported overseas, and successfully completed the first Forward Deployed Naval Forces availability. Her staff assignments include Commander, Navy Surface Forces, Atlantic as the Surface Type Desk Coordinator for amphibious, auxiliary, mine warfare and command ships, Naval Sea Systems Command (NAVSEA 04) as the Deputy Director of the Shipyard Management Group, where she developed corporate policy and oversaw business operations for four naval shipyards. Her final active duty tour was as Surface Ship Program Director in the Fleet Maintenance Directorate on the staff of U.S. Fleet Forces Command.

Ms. Douglas graduated from Auburn University where she earned a Bachelor of Science Degree in Chemical Engineering and her commission from the NROTC program in 1981. She earned a Naval Engineers Degree, a Master of Science degree in Mechanical Engineering and a Master of Science degree in Ocean Systems Management from Massachusetts Institute of Technology (MIT) in 1992.

Ms. Douglas’ military decorations include the Legion of Merit, Meritorious Service Medal with a Silver Star, Navy Commendation Medal and two Meritorious Unit Commendations. Ms. Douglas has been an active member of American Society of Naval Engineers (ASNE) since 1987, and has served as Secretary, Vice Chair, and Chairperson of the Tidewater ASNE Section and as National Councilor.

"Now, more than ever, we must train our Sailors to know their equipment, to know what ‘good’ looks like and to know what it takes to keep it there, to avoid running equipment to failure and to improve readiness. Through our NAMTS program and I-level production/training programs, I am fully committed to building our future fleet maintainers and returning them to the fleet capable of doing just that."

Ms. Stephanie Douglas, Executive Director, CNRMC
UNSECNAV and CNO Receive NAMTS Presentation

The Navy Afloat Maintenance Training Strategy (NAMTS) program was on display during a recent visit by the Under Secretary of the Navy and the Chief of Naval Operations.

The Chief of Naval Operations (CNO), Admiral John Richardson, toured the Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF) on July 14, 2016 followed by a visit from the Under Secretary of the Navy, The Honorable Dr. Janine Davidson, on July 16.

The NAMTS program was selected by the Commander, PHNSY & IMF, Captain James K. Kalowsky, to demonstrate their program capabilities to these distinguished visitors. The NAMTS program coordinators displayed photos of Hawaii Regional Maintenance Center (HRMC) Sailors completing production work and training exercises on mock-ups in order to gain NAMTS qualifications. Additionally the visitors were shown some of the mock-ups used in the NAMTS program which consisted of a rebuilt P-100 Air Cooled Diesel Engine (one of two operating pumps cannibalized from four broken pumps), Watertight Door Mock-up, Air Conditioning Leak Detector, and before and after Watertight Door Wedges as static displays.

During both visits, Capt. Kalowsky gave a very enthusiastic overview of the NAMTS program before introducing HRMC Command NAMTS JQR Coordinator, MRC (SW/AW) James Macasero and Hawaii Regional NAMTS Coordinator, Mr. Ed Yamashiro, who briefed the skills related training the Sailors receive and the number of graduates they have produced from their program, while referencing static displays.

NAVSEA Commander & CNRMC Commander Attend MARM C’s NAMTS Graduation

Commander, Naval Sea Systems Command Vice Admiral Thomas J. Moore and Commander, Navy Regional Maintenance Center Rear Admiral James P. Downey were on hand for Mid-Atlantic Regional Maintenance Center’s (MARM C) Navy Afloat Maintenance Training Strategy (NAMTS) graduation July 13, 2016, aboard Naval Station Norfolk. (Photo below)

MARM C Sailors enrolled in NAMTS receive on-the-job, rating-specific training, which helps them earn up to 13 of 19 different Navy Enlisted Classifications (NECs) codes offered at MARM C.

The graduating class of 46 Sailors earned certificates in one of seven areas. NECs earned were Shipfitter, Pipefitter, Valve Repair Technician, Rigger / Weight Tester, Outside Electrical Repair Technician, Outside Machinist, and Watertight Closure Maintenance Technician.

VADM Moore presented the graduates with their certificates and congratulated them on their accomplishment.

“We have 276 ships in the Navy and 49 of them are going through availabilities today,” said Moore. “The skills that you are learning are critical to our ability to fix and maintain the ships in our fleet. I cannot thank you enough for the work you are doing out there on a daily basis. Congratulations to the NAMTS graduates on receiving your NEC. If there is anything that we can do to help you please pass it back to us in Washington.”

Vice Admiral Moore and Rear Admiral Downey with MARM C NAMTS Graduates. (U.S. Navy photo by Chris Wyatt/Released)
Evolution drives change and today’s ever-evolving, more capable, and more qualified U.S. Navy requires a more diversified and capable Sailor. The NAMTS program isn’t immune to these changes and, in fact, is evolving to forge highly skilled Maintenance Warriors.

**NAMTS NEC 4957 General Shipboard Welder / Brazer is Approved**

Commanding Officer, Navy Manpower Analysis Center (NAVMAC) has approved CNRMC’s request to establish the General Shipboard Welder / Brazer NAMTS NEC-4957. Due to Fleet demand for general shipboard welders and brazers the NAMTS program developed and has implemented the General Shipboard Welder / Brazer JQR to qualify Hull Technicians in welding plate or pipe and insert or face feed brazing.

**E-3s eligible to hold NAMTS NECs**

E-3 Sailors no longer have to wait until they are advanced to E-4 to be awarded the NEC upon completion of a NAMTS JQR. This is significant not only because the Navy enlisted distribution system has begun placing more E-3 personnel in the RMCs and IMFs, but also because NAMTS has gone afloat and is being utilized onboard several ships.

**Valve Repair and Watertight Closure NECs open to all Navy Ratings**

NAMTS Valve Repair NEC is now identified as NEC 95AB vice NEC 4540 and open to all ratings. Sailors who were previously awarded the 4540 NEC will see that their records updated to reflect the new NAMTS Valve Repair 95AB NEC. Similarly, the Watertight Closure Maintenance Technician NEC has been opened to all ratings and was changed from the 4813 NEC to a designation of 95AC. By extending this NAMTS training to all rates, the Navy can vastly improve the repair capability of the ship and further maintain these critical components at a higher state of readiness.

**Rigger / Weight Tester Open to Engineering Ratings**

The Rigger / Weight Tester NEC 0121 has been opened up to include the BM, DC, EM, EN, GS, GSE, GSM, HT, MM, & MR ratings. More and more ratings are conducting onboard repairs that require rigging knowledge to safely remove and install large pieces of equipment.

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**ABE & ABF Ratings Eligible for NAMTS NECs**

When USS Nimitz (CVN 68) began NAMTS training, there was an immediate request to add these two ratings. Aviation rated Sailors onboard Nimitz are responsible for the operation and repair of hydraulic systems onboard; the NAMTS program will provide these Sailors with the requisite skill sets needed to maintain and repair their own hydraulic systems.

**Submarine and Nuclear Qualified Sailors are now eligible to enroll**

Commander, Submarine Forces and OPNAV (N13) approved Submarine and Nuclear Qualified Sailors to enroll in the NAMTS Program and complete applicable JQRs if they so choose on a voluntary basis.

As the NAMTS program continues to evolve, the changes are incorporated in the quarterly updates to the NEC Manual, NAVPERS 10865F Volume II, which lists all NECs and gives a description of the skills required for an NEC, lists the Source Ratings, and Billet and Personnel Paygrade limitations.
The NAMTS program has been in place in Guam at Polaris Point onboard USS Frank Cable (AS 40) since 2005. Over the years, interest in the program has been uneven but the program remained in place. In the summer of 2015 the NRMC NAMTS Program manager sent the Contractor Support Team (CST), NAMTS Project Manager, Mr. Ted Dennis, and Afloat NAMTS Coordinator (ANC), Mr. Bill Edwards, to Guam to lend support to Frank Cable’s Command Job Qualification Requirement (JQR) Coordinator, HTC(SCWS) Mark Conrad. During that visit, the CST discovered that USS Emory S. Land (AS 39) was at Naval Station Agana, Guam, which would be her new home port. They also learned that Emory S. Land would be increasing the manning in the maintenance detachment to be on par with Frank Cable.

The CST immediately recognized that Emory S. Land was a good candidate for the NAMTS program and communicated the opportunity to the NAMTS program sponsor Commander Naval Regional Maintenance Center (CNRMC). In concert with Frank Cable and Emory S. Land Type Commander, COMSUBPAC, the CST embarked on a quest to include Emory S. Land in the Guam NAMTS program. Given the time zone differences, the CST immediately recognized that full time support for both ships would be necessary to establish a viable program in Emory S. Land and to continue support for Frank Cable.

In March, Mr. Bill Edwards visited both Frank Cable and Emory S. Land, briefing their Commanding Officers. He met the Commander, Submarine Forces, U.S. Pacific Fleet onsite representative, Mr. Rick Gaskill, who has coordinated logistical support for the program, and they agreed to put a full time employee in Guam. This set in motion the framework for a successful NAMTS program for our Guam Sailors. While onboard, Mr. Edwards provided direct support to Frank Cable and to the recently appointed Emory S. Land Command JQR Coordinators, ENC (SW) Richard Scholefield and MMC (SW) Paul James and their Sailors.

The newest member of the CST, Mr. James Heffelfinger, accepted the position of ANC, Guam on June 6, and shortly thereafter, Mr. Edwards travelled to Guam to provide training for him. Frank Cable was not in port so maximum attention could be paid to the budding NAMTS program on Emory S. Land. Mr. Edwards and Mr. Heffelfinger met with their NAMTS team comprising of the Repair Officer, CDR Brian McClain, Repair Department Master Chief, HTCM (SW/EXW) Thomas Pacileo, Command JQR Coordinator, ENC (SW) Richard Scholefield and several recently appointed JQR Coordinators.

The CST enthusiasm for providing the NAMTS opportunity to their Sailors, and Frank Cable Sailors who have remained behind from her deployment, was obvious, as was the progress they made between the March and June visits by Mr. Edwards. The command began recruiting and pretesting Sailors in multiple NAMTS skills, and only required minimal administrative help to initiate the momentum required of a vigorous program.

Mr. Heffelfinger is fully integrated in the ships’ NAMTS program, and is providing direct, onboard support to their enthusiastic NAMTS team and their Sailors. Emory S. Land has enrolled 36 Sailors into their program; also enrolled are twelve supporting Frank Cable Sailors who remained behind to assist the maintenance department of Emory S. Land.
The Navy Afloat Maintenance Training Strategy (NAMTS), initially designed to improve maintenance knowledge for Sailors stationed at maintenance facilities, has been expanded to aircraft carriers and large deck amphibious assault ships.

On the east coast, USS George H. W. Bush (CVN 77) was the first carrier to implement the NAMTS program and be designated as a NAMTS Afloat Training Activity (NATA). This achievement did not come without challenges. The Afloat NAMTS Coordinator, Mr. Kevin Bond, has worked with George H. W. Bush’s Command NAMTS Job Qualifications Requirement (JQR) Coordinator to overcome these challenges and improve the training onboard. To date, seven Sailors are enrolled in five NAMTS JQRs: Outside Electrical Repair Technician, Rigger/Weight Tester, Valve Repair Technician, Watertight Closure Maintenance Technician and General Shipboard Welder / Brazer. Of those enrolled, MM1 (SW/AW) Justin Holliday, have been awarded the NAMTS Valve Repair Technician, NEC (95AB) and MM3 (AW) Ricky Vera has been awarded the Watertight Closure Maintenance Technician, NEC 95AC. The remaining five Sailors have completed the content of their respective NAMTS JQRs and are awaiting either a post examination or oral board. Once the command completes its current upkeep, more Sailors will be allowed to enroll in NAMTS, continuing fleet success.

USS Wasp (LHD 1) is overcoming obstacles while in upkeep to ensure its NAMTS program continues to expand after its initial establishment this March. To date, the ship has five Sailors enrolled in two NAMTS JQRs, Inside Electrical Repair Technician and Pipefitter. Wasp intends to enroll more Sailors into the program and expand training to the Rigger/Weight Tester, Watertight Closure Maintenance Technician and Valve Repair Technician JQRs.

USS Bataan (LHD 5) has taken charge in Norfolk, Va. and after just one month as an established NATA, Bataan has thirteen Sailors enrolled in three NAMTS JQRs, Inside Machinist, Interior Communications and Rigger/Weight Tester. The command is excited, as are the Sailors, about having the ability to train and be awarded NAMTS NECs, but more importantly, significantly improving their self-sufficiency at sea.

USS Iwo Jima (LHD 7) continues to set the pace for the East Coast Afloat units during its extended yard period. Just six months into being established as a NATA, Iwo Jima has twenty-three Sailors enrolled in six NAMTS NECs, Inside Electrical Repair Technician, Outside Electrical Repair Technician, Pump Repair Technician, Rigger/Weight Tester, Valve Repair Technician and Watertight Closure Maintenance Technician. Of the Sailors enrolled, fifteen have completed over 50% of their NAMTS JQRs and two are 100% complete and awaiting a post examination or oral board.

Furthermore, the ship is working hand-in-hand with the Southeast Regional Maintenance Center (SERMC) Regional NAMTS Coordinator (RNC), Mr. Osbert “Teek” Teekasingh, to implement the Outside and Inside Electrical JQRs. Combining command resources, Sailors will have the opportunity to complete this JQR, providing a broader base of self-sustainability for each command and the Navy, as a whole. Iwo Jima has definitely raised the bar is setting the standard.
The NAMTS program is well underway on USS Iwo Jima (LHD 7) and the Sailors are motivated and excited!” said MMCS (SW/AW) Eric Freeman, Top Snipe. Twenty-three members of the Engineering and Deck Department are currently enrolled in the NAMTS program. Iwo Jima is wrapping up an intensive CNO availability at Naval Station Mayport, Fla. and the Sailors have been training more than ever. Enrolled NAMTS participants have had hands on experience throughout the availability to complete their assigned JQRs and expand their knowledge in Valve Repair, Pump Repair, and Water Tight Door Integrity only to name three of the seven JQRs offered on board. Twice a week, the Sailors go to the South East Region Maintenance Center (SERMC) for additional training and guidance.

Iwo Jima is the first ship of its class to effectively execute the NAMTS program onboard.

“Hands-on training is so important! Most people learn by doing; some either learn mechanically or by reading but I’ve found that combining the two learning styles is most effective,” said MM1 (SW/AW) Jorge Diaz. MM1 Diaz is a product of the NAMTS program during his tour as a Leading Petty Officer in the Pump Shop at SERMC. He has earned three NECs (Pump Repair Technician, Valve Repair Technician and Outside Machinist) through the NAMTS program and has assisted the Iwo Jima with critical repairs to major pumps; he is now actively engaged in training fellow Sailors enrolled in the program.

“We have received a lot of support from the Commanding Officer, Chief Engineer, Mr. Arthur Sisk and Mr. Kevin Bond in getting the program up and running,” said MMC (SW/AW) Justin Ford, the ship’s NAMTS Coordinator. Mr. Sisk recently turned over the Afloat NAMTS Coordinator, East Coast position to Mr. Bond; both have made monthly visits to Iwo Jima to provide guidance and training to the NAMTS leadership on board.

“This is a well-established program that will benefit not only Iwo Jima, but the Sailors’ careers and the entire Mayport basin. As the largest at-sea command at Naval Station Mayport, we assist the other ships with maintenance and repair. Ultimately, this helps SERMC and allows funds to be allocated for more mission critical areas,” said LCDR Keith Foster, Chief Engineer aboard Iwo Jima.

The NAMTS program will provide Sailors who have successfully completed the program to assist with the NEC discrepancies that many commands continue to struggle with as the demands increase and manpower decreases. Iwo Jima Sailors have hit the deck plates hard with incredible momentum and initiative. Leading the group are EM2 (SW/AW) Patrick Patterson and EM2 (SW) Jason Sieh. Enrolled in the program for six months, they have completed 100% of their JQR for Outside Electrical Repair. Patrick and Jason are well on their way to earning their first NEC. “It is talent like that, that makes this program effective and beneficial,” said EMC( SW/AW) Holly Bickel. EM2 Patterson and EM2 Sieh are motivated Sailors. When it comes to qualifications, I don't have to push them, they just get it done and it clearly breaks them out amongst their peer group. I think NAMTS is a great program; it improves the professional development of every Sailor involved. Earning an NEC that identifies specific skills also adds to their personal resume of skills. The program as a whole improves the fleet and the Sailor. It is outstanding that IWO’s Chain of Command gives the program 100% support!”

“This is a well-established program that will benefit not only Iwo Jima, but the Sailors’ careers and the entire Mayport basin.” — LCDR Keith Foster, Chief Engineer USS Iwo Jima (LHD 7)
USS Nimitz (CVN 68) continues to set the pace during her extended yard period. As with most command programs, progress normally suffers during a turnover of personnel, but through the hard work of MMC (SW) Dave Petersen, Command NAMTS Job Qualification Requirements (JQR) Coordinator, the NAMTS program suffered very little.

There are currently 83—Nimitz Sailors, in eight skill areas, enrolled in the NAMTS program. Thirteen have completed 100% of their JQRs and seven Sailors have earned their Navy Enlisted Classification (NEC) codes for completing the program. Nimitz currently has the following JQRs online: Hydraulics Repair Technician; Inside Machinist; Outside Electrical Repair Technician; Pump Repair Technician; Shipfitter; Valve Repair Technician; Watertight Closure Maintenance Technician and Interior Communications (IC) Repair Technician. The IC skillset has recently been implemented, and five Sailors are participating in the IC JQR. Nimitz will implement the Air Conditioning & Refrigeration (AC&R) Technician JQR in the near future, after the new air conditioning equipment has been installed. Nimitz is also considering implementing the Inside Electrical Repair skill, and is currently reviewing the JQR to ensure it can be completed onboard.

The Reactor Department leadership has taken an interest in the program and is looking to institute the Diesel Engine—Governor & Injector Repair Technician JQR for their Engrinemen-rated Sailors and offering their conventional Machinist Mates the opportunity to participate in the Hydraulics, Pump and/or Valve JQRs alongside their Engineering shipmates.

Furthermore, the ship is working hand-in-hand with PSNS & IMF Bangor's Regional NAMTS Coordinator, Ms. Sandra Hinz, to implement the Outside Machinist JQR. Neither facility can accomplish all of the tasks set forth in the JQR on their own, however, using their combined resources, Sailors will have the opportunity to complete this JQR. This results in providing a broader base of self-sustainability for each command and the Navy as a whole.

With the implementation of these JQRs, Nimitz Sailors have a choice of 13 JQRs in which they can participate. Nimitz has definitely raised the bar and set the standard.

USS Cowpens (CG 63) is in Phase I of the CG/LSD Modernization program at Naval Station San Diego where her maintenance crew is available to be assigned to the Southwest Regional Maintenance Center (SWRMC). The NAVSEA Commanding Officer, LCDR Horst Sollfrank, recognized the benefit of NAMTS training for his Sailors, and has made it available to the shops at SWRMC to complete NAMTS qualifications. So far, the Cowpens / SWRMC team has produced seven NAMTS qualified Sailors. They are GSEC (SW) Vincent Pettigrew and GSE1 (SW) Jason Marinaro (NEC 4145, Gas Turbine Electrical Repair Technician); EM1 (SW) Sean Wilkinson, EM1 (SW) Tao Jing and EM3 (SW) Kimberly Vargas (NEC 4651, Outside Electrical Repair Technician), and DCC (SW) David Willis and DC2 (SW) Rinday Keemp (NEC 4813, Watertight Closure Maintenance Technician). These seven Sailors, along with help from SWRMC’s NAMTS Coordinator, Mr. Doug Scholl, completed all of their requirements prior to the start of their Modernization Availability.

During their next break from executing a rigorous maintenance availability, Cowpens will continue to shape the NAMTS program by ensuring their 15 remaining Sailors work towards completion of their NAMTS qualification, three of whom are already at 100% completion and awaiting their written exam and oral board.

Afloat NAMTS Enrollment is Taking Off

January 2016:

112 Sailors enrolled onboard five ships

July 2016:

272 Sailors enrolled onboard nine ships.

Eight NECs awarded to date.

(Continued on page 12)
During extended maintenance availabilities, some Sailors can become unmotivated or disheartened. However, the NAMTS program is just starting to take off for the crew of USS Theodore Roosevelt (CVN 71) and 24 Sailors are taking full advantage of the NAMTS opportunities. Theodore Roosevelt has implemented the Air Conditioning & Refrigeration (AC&R) Technician, Hydraulics Repair Technician, Pump Repair Technician and Valve Repair Technician JQRs with the intent to add more JQRs as the program grows and matures.

MM1 (SW) Christopher Willard, Theodore Roosevelt’s Command NAMTS JQR Coordinator, is well aware of the task at hand. Prior to coming to Theodore Roosevelt, Petty Officer Willard was stationed at PSNS & IMF Bangor and earned his Valve Repair NEC (95AB). Mr. Larry Burns, West Coast Afloat NAMTS Coordinator, relayed to Petty Officer Willard that Nimitz has set the bar high but CVN 71's Command NAMTS JQR Coordinator stated the ship is up for the challenge.

Going through an extended maintenance availability has its inherent challenges, but a carrier underway has its own unique tribulations as well. The daily operations mixed with flight operations can be quite daunting. Nonetheless, HTC (SW/AW) Jeremy Houske, Command NAMTS JQR Coordinator, is promoting the NAMTS program onboard USS John C. Stennis (CVN 74) quite well.

Although implemented for just a short time, the ship already has a total of 58 Sailors enrolled in the Hydraulics Repair Technician, Inside Machinist, Outside Electrical Repair Technician, Pipefitter, Shipfitter, Valve Repair Technician and Watertight Closure Maintenance Technician JQRs. Once qualified, the Sailors will have a definite impact on the ship's ability to maintain mission readiness while being forward deployed.

Additionally, the ship will be working hand-in-hand with PSNS & IMF Bangor’s Regional NAMTS Coordinator, Ms. Sandra Hinz, to implement the Outside Machinist JQR. As with USS Nimitz (CVN 68), the combined resources of the PSNS & IMF and John C. Stennis will give Sailors the opportunity to complete this JQR, providing a broader base of self-sustainability for each of the commands and will help maintain continuity should one of the carriers be out to sea.

**NAMTS EFFECTIVENESS**

**Commanding Officers Survey**

The NAMTS program is continually seeking to improve through fleet feedback. In particular, the feedback of the Commanding Officers and Executive Officers with respect to the benefits of having NAMTS qualified Maintenance Warriors onboard, is overwhelmingly helpful.

The survey is comprised of just ten questions to determine if the NAMTS Warriors are contributing to an increase in repairs being accomplished onboard, reductions in repair costs, reduced down time of equipment and whether or not the NAMTS Warriors are sharing their knowledge with other Sailors.

Also included in the survey is a request to validate if the ship needs or wants more NAMTS Warriors onboard. At the end of the survey there is an opportunity to address the NAMTS NEC billet requirements and your individual desire to have more or less NAMTS NEC coded billets onboard.

All surveys taken in 2016 will be submitted to Commander, Navy Regional Maintenance Center with the December 2016 metrics and reports. In November, you will receive an email request from our contractor support team to take the survey if not already completed. Please take the time to help us improve the program and adjust course as necessary, as we aim to meet the needs of the fleet.

https://navsea.portal.navy.mil/field/cnrmc/namts/surveys

"I am impressed with the work the NAMTS team does and I look forward to them continuing to be a difference-maker".

Rear Admiral John R. Haley
Commander, Naval Air Force Atlantic
In March, Commander Navy Regional Maintenance Center (CNRMC) announced nuclear trained and submarine rated Sailors may participate in NAMTS on a volunteer basis. Mid-Atlantic Regional Maintenance Center (MARMC) has enrolled ten personnel into the Valve Repair Technician JQR. These Sailors were reassigned to MARMC due to limited duty or other medical reasons, and are taking advantage of the NAMTS training opportunity MARMC offers. Of the ten Sailors that have enrolled, three have completed the training and earned their NAMTS Valve Repair Technician NEC-95AB.

MARMC WELD BOOTH NOW OPEN FOR GENERAL SHIPBOARD WELDER / BRAZER QUALIFICATION

In February, CNRMC released the General Shipboard Welder/Brazer JQR (NEC 4957) to the Regional Maintenance Centers (RMC) for implementation. With the Fleet having difficulty meeting the demand for Advanced Welders (NEC 4955), the need for a General Shipboard Welder has become very important. Prior to issuance of the new JQR, several hours of JQR reviews were invested by the subject matter experts at the RMCs to ensure the JQR met the Fleet needs. Chief Warrant Officer 4 (CWO4) Gladen Maust spearheaded these efforts for MARMC and provided subject matter guidance in developing the JQR. Maust said, "This is something that I've wanted to bring back to the RMCs for a long time, it's and a necessary skill that Hull Technician's should have."

Upon JQR release and implementation, MARMC quickly enrolled their four (4) sharpest Sailors who had twelve (12) months or more remaining until their Projected Rotation Date (PRD).

"Selection of these Sailors was based on their time left aboard and their current level of knowledge," said Maust. "Because these Sailors have greater than twelve months left on board, they will be able to gain proficiency as general shipboard welders and brazers under qualified non-destructive testing inspectors and seasoned advanced welders supervision."

These Sailors were administered a locally prepared exam developed by hull division experts in order to gauge their level of knowledge. Additionally, they have completed or are in the process of completing their primary JQRs of Pipefitter and Shipfitter.

"I can't wait to get in the booth and start welding! This is really all I've ever wanted to do."

MARMC has a dedicated Weld Booth Instructor, Mr. Preston Everett, who takes each candidate, military or civilian, through the preparation and fit-up to striking the arc and welding in the booth. So far, the four Sailors are approximately 75% complete with each candidate conducting their projects in the booth. The newly reporting HTs are just as excited about the JQR. HTFN Dylan Lash, for example, joined the Navy with at least three years prior welding experience. He and three other HTFNs, who have recently reported were immediately enrolled in the Welder / Brazer JQR.

HTFN Jack Malkiewicz (pictured above) said, "I can't wait to get in the booth and start welding! This is really all I've ever wanted to do."

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The benefits of the Navy Afloat Maintenance Training Strategy (NAMTS) Program have begun to stretch across many platforms in the Navy. Leaders at PSNS & IMF Bangor encourage all Sailors from eligible rates, including Submarine and Nuclear qualified individuals, to enroll into the NAMTS program. Submarine auxiliary and nuclear machinist mates are now able to enroll on a voluntary basis. Upon completion of the program, their training is documented.

At PSNS & IMF Bangor the production shops are comprised of both military and civilian craftsmen. The military workforce is made up of surface and submarine Sailors working side-by-side, performing the same production jobs. Allowing the enrollment of the submarine Sailors provides a means to document the training received and knowledge gained while working in the various shops. Until recently, only surface Sailors were participating in the NAMTS program.

Now PSNS & IMF has three Machinist Mate Auxiliary (MMA) and three Machinist Mate Nuclear (MMN) Sailors enrolled and actively working on Hydraulics Repair Technician, Valve Repair Technician, or Pump Repair Technician JQRs. The NAMTS office provides initial information to everyone who checks into the command and conducts a program brief at command indoctrination to ensure all Sailors are aware of the program and the benefits that it provides.

When MMAC (SS) Paul Huffstickler was asked the reason he joined the hydraulics repair NAMTS program, he said, "As a Chief, I pride myself in never asking a Sailor to do something I haven't done. Combine that with the ability to increase my level of knowledge on work that has a direct impact on fleet readiness, it's a win-win." When asked how he sees the benefit of the program, and how he manages to do the "jobs" alongside this qualification, Huffstickler explained, "School houses these days don't train or teach Sailors how to repair their equipment out of their "A" schools."

The NAMTS program gives the Sailor the opportunity to become a system expert, and at the same time earn a NEC. In a perfect world, when arriving to the command you will be assigned a NAMTS qualification that is in direct line with the everyday work you are already performing. The ability to manage your jobs and qualifications are as easy as doing your job in the shop you were assigned. MMA1 (SS) Craig Stier said, "This will provide me with a stronger and more specific skill set and it’s experience that I can use on my resume for future job applications." Furthermore, he said "The appeal is that it provides the opportunity to visit different shops and personnel, to truly see on a personal basis, an individual's work habits."

(Continued on page 15)
MMNCS (SW) Eric Simon is a big advocate of the NAMTS program and increased training opportunities for all Sailors. When asked what benefits he sees with regards to the nuclear qualified Sailors he said, 'The current buzz word is 'competency.' As our post-boot camp training pipelines have grown smaller and more automated, the real-world repair work is still being accomplished based on sound mentorship and hands-on experience aboard our vessels and in our repair facilities. In order to meet this ever increasing need for repair 'competency' and proficiency, the NAMTS program delivers at its core, an admirable amount of both.”

“The NECs awarded by the program, although not specifically called for in unit manning documents, does by relation meet critical skill sets in the fleet. This relationship not only benefits the unit getting the Sailors with advanced training, but by association, the Sailors benefit in competitive employment in the future. Detailers also benefit from a wider range of NECs that can be utilized to affect billeting,” added MMNCS (SW) Simon.

Even with the advanced academic training provided to nuclear trained personnel, the NAMTS program provides another means to stand out in an already competitive environment. The primary bonus, however, is that nuclear trained personnel are provided with yet another means to better sustain propulsion plant equipment.

The future release of the Submarine Auxiliary Hydraulics, Pump and Valve (HPV) and the Refrigeration JQRs will open training opportunities for a large number of our Sailors at PSNS & IMF. This will provide greater training opportunities that will focus on the type of equipment and work found onboard the submarines. Until that time, having the ability to enroll submarine Sailors on a volunteer basis gives them a chance to get ahead of the game. It also sets the ground work for future Sailors and the growth of the NAMTS program. Both will enhance the operational readiness of the entire fleet— not just the surface community.

PSNS & IMF Bangor Adds Submarine and Nuclear Qualified Sailors to NAMTS Program (cont.)

(Continued from page 14)

Enhance your career in and out of the Navy by earning a NAMTS NEC qualification.

Contact your Regional or Afloat NAMTS Coordinator to get started.
Southwest Regional Maintenance Center (SWRMC) Production Department has steadily increased their Intermediate-level (I-level) maintenance and repair capabilities, continually expanding the ability to provide critical repairs, technical support, and training to fleet units home-ported in San Diego, CA. This also allows for providing support to numerous visiting fleet units. The increased I-Level maintenance capabilities at SWRMC have allowed the command to expand the overall NAMTS footprint.

The NAMTS hands-on equipment maintenance training conducted at SWRMC allows Sailors to return to sea duty better-skilled and more proficient in completing I-Level maintenance and repair procedures that previously had to be outsourced to maintenance facilities. The ultimate goal is to provide all Sailors with the best training available to improve their overall skill sets. This invaluable training allows Sailors to complete a multitude of tasks at their next commands, whether on sea duty or shore duty as improving a Sailor's shipboard maintenance and repairs skill sets is paramount.

Following the command Workforce Development strategy, SWRMC has increased its training stance in order to more effectively develop knowledge, skills and abilities during training sessions. Training Sailors from SWRMC and outside repair facilities such as PSNS & IMF Bangor and the local dive shop, SWRMC is leading the way in quality NAMTS Sailors being provided to the fleet. SWRMC has accomplished this by implementing various new technologies in education and development such as Turning Point, Virtual Task Trainer (VTT), and a fully-functioning Training Lab developed for practical application.

Training Lab

Using process improvement guidelines that meet current Workforce Education and Development concepts, SWRMC built an interactive training lab. The lab allows the facilitator to instruct using actual components to make real-time production work repairs and display these during instruction. The training lab is set up to display PC2.5 Fuel Oil pump alignment, cylinder head maintenance, PA6B crankshaft, power pack, various fuel injection systems, turbo charger/blowers, MTU engine set, failed components and examples of main bearings, connecting rods, pistons and liners.

Turning Point

With use of Turning Technologies’ Electronic Turning Point Student Response Cards, SWRMC’s training capability has been enhanced and is in keeping with evolving commercial training technology. This portable response technology is a simple, easy-to-use system that enables the facilitator to pose questions to large groups, record their answers and analyze participant responses over time. Using this student response system ensures all students are participating, engaged and comprehending the material being presented.
Sailors press a button to match the accompanying answer on a wireless, handheld Response Card keypad. The results are instantly displayed on the facilitators work station with a unique identifier that is registered to the Sailors. The Response Card device ID allows facilitators to correlate and store response data as well as create reports ranging from attendance, item analysis, benchmarks learning objectives, whole group evaluation and individualized participant performance.

**Virtual Task Trainer**

VTT is a 3-D modeled virtual environment that allows the user to learn component identification, view a virtual demonstration of maintenance procedures, practice the maintenance procedure in the virtual environment before performing the maintenance procedures in the shop. SWRMC is utilizing the LPD PC2.5 Sequential Turbo Charging (STC) engine VTT which has the interactive ability to explode the engine into all the parts, rotate the selected part 360 degrees and slice through the engine to view internal components.

![Screen shot of the Virtual Task Trainer LPD 17 Colt Pielstick Technician course in Resource Mode where the Sailor can learn part identification and remove/rotate and inspect parts. (Source LPD 17 VTT)](image)

Mr. Brian Radar Conducts an “In shop” governor overhaul class. (Photo by Ms. Meghan Biery.)

**ISEA integration**

Working with the local In-Service Engineering Agent (ISEA) representatives, SWRMC has utilized various guest speakers while training NAMTS members. Mr. Brian Radar, pictured above, from the electrical controls ISEA conducted an "In shop" governor overhaul class certifying our craftsman to accomplish testing and overhaul of Woodward Governors. Additionally, Mr. Chris Walker (LHD 8 / LHA 6 ISEA representative), trained engine tune-up for a PA6B engine set. This integration of the ISEA and waterfront technicians allows a full spectrum training environment ensuring new repair standards are taught and learned.

**SWRMC Becomes the Leader in NAMTS Qualifications**

Calendar years 2014 and 2015 SWRMC graduated 65 and 68 Maintenance Warriors respectively.

Calendar year 2016, January—July, SWRMC has graduated 148 Maintenance Warriors—an increase of 117%.

Bravo Zulu to the SWRMC NAMTS Team!
Southeast Regional Maintenance Center’s (SERMC) workforce is committed to providing outstanding customer service, timely ship maintenance, excellent fleet technical support and quality technical training for both Sailors at SERMC and those onboard ships. The Outside Electrical and Inside Electrical Repair Shops are superb examples of our commitment to excellence and the support we provide to the Fleet. These shops have been extremely busy conducting motor bearing replacements, vibration analysis, motor controller overhauls, cableway training, inspections, and Electrical and Laundry Galley Maintenance Assist Team (ELMAT/LGMAT) visits onboard USS Fort McHenry (LSD 43), USS New York (LPD 21), USS Philippine Sea (CG 58), USS Roosevelt (DDG 80), USS The Sullivans (DDG 68), USS Hue City (CG 66), and USS Iwo Jima (LHD 7).

The Inside Electrical Shop was responsible for completing the following repairs:

- Fort McHenry: Overhauled Double Gypsy Winch and Oil Content Monitor (OCM) controllers.
- New York: Overhauled Nr. 2, 3, 4, and 6 Auxiliary Sea Water Motors.
- Philippine Sea: Nr. 5 Fire Pump and Nr. 3 Seawater Service motor controllers, and Nr. 2A High Pressure Unit motors.
- Roosevelt: Nr. 3 and Nr. 6 Fire Pump motors.

During the execution of the automated work request for these work items, SERMC NAMTS qualified electricians demonstrated their technical skills in completing 500 Dossert Connection replacements for Load Center Nr. 11, 12, 21, and 22, as well as the Special Frequency (SF) Nr. 1 and 2 switchboards onboard USS Philippine Sea (CG 58). Their superior craftsmanship received accolades from inspectors during a thermal imaging survey of these switchboards. Their efforts saved over $100K in contractor costs. Additionally, the Outside Electrical Shop was responsible for the complete swap out of the High Voltage Enclosure (HVE) for Nr. 2 High Pressure Air Compressor (HPAC) onboard USS Iwo Jima (LHD 7) with no discrepancies or rework.

For the Cableway Team, inspections were conducted onboard The Sullivans, New York, and Philippine Sea during their recent maintenance availabilities. SERMC electricians and ship’s force personnel were responsible for the identification and correction of over 400 CAT 1 discrepancies, which improved the level of electrical safety onboard each ship and saved the Navy over $100K in repair costs. During this event, 33 Sailors obtained their Cable Way Inspector certificates after completion of a one week classroom training session professionally conducted by EM2(SW) Kaleb Cannon.

SERMC PUMP REPAIR SHOP

Sailors benefited from the installation of the Split Seal Fire Fighting pump mock-up in the Pump Repair Shop. SERMC Sailors and shipboard Sailors from across the Mayport basin were able to improve their level of knowledge with more realistic training techniques with the mock-up unit, which included the pump, an interchangeable coupling and motor and a fully assembled Waste Heat Pump unit. These unique setups give the term "hands-on" a new meaning with the ability for both units to be fully disassembled and reassembled in place. Countless training hours have been expended with not only Pump Shop personnel, but also members of the Outside Machine Shop, Valve Shop and Iwo Jima.

The Pump Repair shop was also busy in completing work for the following:

- Philippine Sea: SERMC Sailors overhauled Nr. 2, 3, 4, and 5 Fire Pumps, Nr. 1 Aegis Seawater Cooling pump, and Nr. 3 Saltwater Service pump.
- Hue City: SERMC Sailors overhauled Nr. 1 and 2 Aegis

(Continued on page 19)
SERMC'S Work Force is Committed to Outstanding Customer Service (cont.)

(Continued from page 18)

Seawater Cooling pump and Nr. 1 potable water pump.

- Iwo Jima: SERMC Sailors overhauled Nr. 1B Main Feed Booster Pump.
- New York: SERMC Sailors overhauled: Nr. 1, 2, 3, 4, and 6 Auxiliary Saltwater pumps, and Nr. 1 and 2 Chilled Water Cooling pumps.
- Vicksburg: SERMC Sailors overhauled Nr. 6 Fire pump.
Collectively, all pump repairs were completed with zero rework and these events provided effective training opportunities for Sailors completing various line items in their NAMTS Pump Repair Technician JQR.

(SERMC GAS TURBINE SHOP EXCELS AT SSRA PREPARATION)

In the past few years, SERMC has exponentially increased their maintenance and Intermediate-level repair capability while supporting Mayport-based and visiting ships and providing invaluable service to the Fleet. With the influx of new technological advances on new ships like the Littoral Combatant Ship (LCS) class, SERMC has set the fleet standard in technical support and Intermediate-level repairs. However, most of these accomplishments would never have been possible without the NAMTS Program.

The NAMTS program quite literally keeps our ships afloat. With the goal of producing skilled Sailors with an in depth knowledge of shipboard systems and equipment repair, the NAMTS program sets a very high bar for many but that doesn't stop some of these Sailors from leaving SERMC with more than one NEC. With many technicians leaving with Valve Repair Technician, Outside Machinist, or Pump Repair Technician NECs, the Fleet has seen a significant increase in shipboard material readiness. SERMC also produces another critical NAMTS qualification with the Gas Turbine Repair NEC.

When it comes to Gas Turbine Repair, SERMC Gas Turbine Shop is always at the forefront of shipboard readiness. With a reputation that precedes them, many ships will opt to conduct repairs inport Mayport, because they know SERMC's quality of work is second to none. Servicing a growing fleet of new gas turbine ships and their older counterparts, the Turbine Shop conducts a wide variety of inspections, periodic maintenance, and emergent repairs. In fact, some of these tasks have no precedent in either the civilian or the military sector.

NAMTS hands-on training has SERMC's Gas Turbine Shop completing each job with great success.

When USS Vicksburg (CG 69) entered the Continuous Maintenance Availability (CMAV) Indoctrination and the Special Selected Restrictive Availability (SSRA), SERMC’s Gas Turbine Shop knew they had a challenge ahead of them. Over the course of six weeks, they successfully removed four LM2500 Propulsion Gas Turbine Engines and three Allison 501 K-17 Gas Turbine Generators from the ship. Just one engine removal would normally take a team approximately ten days to complete, but SERMC’s Turbine Shop has been "leaps and bounds" ahead of the Fleet standard.

With over fifteen personnel qualified in the 4140 Gas Turbine Repair NEC, each engine removal team is technically sound, safe, and efficient. For many Gas Turbine Team members, this was their second time completing this labor intensive Maintenance Availability (CMAV) Indoctrination and the Special Selected Restrictive Availability (SSRA).

(Continued on page 20)
task. Eight (8) team members also accomplished the same successful Service Life Extension Program (SLEP) induction of USS Gettysburg (CG 64). Because their experience and training that was passed on to new Turbine Shop Sailors, the process was greatly streamlined. With new challenges coming every day, the Gas Turbine Shop meets and overcomes them head-on and maintains their reputation as the best Gas Turbine Shop in the fleet.

SERMC welders sprung to action onboard USS Iwo Jima (LHD 7) when they experienced a Main Steam Drain System casualty which would require replacement of two Main Steam Drain Valves. The ship's Maintenance Team originally requested an Outside Contractor conduct a ship check to determine if they could accomplish repairs prior to the ship's Light Off Assessment (LOA). Once the Contractor determined meeting the timeline was not in their capability, SERMC took on the challenge and sent a team of welders, led by HTC (SW) Andy Kitzman, to ship check the emergent job.

The Welding Shop identified a clear path of accomplishing repairs to meet the ship's timeline. On May 6, the shop opened the Controlled Work Package, cut out the damaged piping and started the fabrication of the new Drain Piping in the shop. In 30 hours and five P-1 Weld Joints later (to include welding in a location with two inches of clearance), SERMC Hull Technicians completed the job. The steam valve replacements required great skill and technical oversight, and required the shop to work two shifts from start to finish. The first shift of welders included Mr. James Page, HT1 (SW) Nolan Buford and craftsman HT3 Kayla Wilson, and the second shift of welders included: HT1 (SW/EXW) Jason Biberstine, HT1 (SW/AW) Ruben Torres and craftsman HTFN Derek White. Both shifts worked diligently in order to complete the job on time. This was the first time that SERMC had repaired a Main Steam component since the decommissioning of USS John F. Kennedy (CV 67) in 2007.

SERMC’s efforts took an extraordinary amount of planning and support by the SERMC team, to include efforts by Planners and QA. If taken on by contractors, it would have required a significant amount of oversight and an estimated $50,000 to complete, versus the estimated $10,700 cost to SERMC.

SERMC’s Watertight Door Shop (Code 922) has been instrumental in refurbishing a total of 52 doors and training Sailors on the basic maintenance and upkeep on watertight doors, hatches and scuttles. In the last two quarters, the following jobs were completed:

- USS Fort McHenry (LSD 43): SERMC Sailors refurbished 2 watertight doors
- USS Iwo Jima (LHD 7): SERMC Sailors refurbished 35 watertight doors
- USS New York (LPD 21) SERMC Sailors refurbished 3 watertight doors
- USS Roosevelt (DDG 80) SERMC Sailors refurbished 1 watertight door
- USS Shamal (PC 13) 1 SERMC Sailors refurbished 1 watertight door
- USS Philippine Sea (CG 58) SERMC Sailors refurbished 9 watertight doors

During scheduled Watertight Door Maintenance Assist Team visits, SERMC assessed 139 doors, made repairs to 170 doors and recommended ships’ force submit 36 automated work requests for new jobs. In addition, training was provided to 30 Damage Control Petty Officers on the Philippine Sea by DC2 (SW) Carlos Ball; DC2 (SW) Humberto Martinez; DC2 (SW) Charles Register; DC2 (SW) Christopher Rogers; DC2 (SW) Anthony Brooks; DC2 (SW) Mark Goodrich; DC2 (SW) Dmarcus Willingham; DC3 (SW) Kristin Gilbert; DC3 (SW) Stacy Wade; and DC3 Renee Cuellar.

SERMC Saves USS Iwo Jima (LHD 7) Repair Funds

A team of NAMTS Qualified Maintenance Warriors and future Warriors saved USS Iwo Jima more than $30,000 by completing repair work without contractor support.
Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF) Detachment Everett welcomes USS Gridley (DDG 101) to the Pacific Northwest. Gridley is the first of four ships scheduled to arrive at the shipyard, followed by USS Sampson (DDG 102), USS Kidd (DDG 100), and USS Ralph Johnson (DDG 114). The ships are newer Arleigh Burke-class destroyers and are replacing three frigates, which were decommissioned in recent years.

MR2 (SW/AW) Kirsten Bishop transferred to PSNS & IMF Detachment Everett from USS Nimitz (CVN 68) in January and had been enrolled in the NAMTS program for Inside Machinist while onboard Nimitz. MR2 Bishop completed 68% of the training prior to transferring to PSNS & IMF Detachment Everett, after attending Machinery Repairman (MR) “C” school in Great Lakes. Fast tracked and engaged at PSNS & IMF Detachment Everett, MR2 Bishop has completed the Inside Machinist JQR and has been awarded the NAMTS NEC-4406.

“The NAMTS Program provides a challenge and I like the way it takes me out of my comfort zone to enable me to continue to learn and explore other JQR’s and enhance my confidence and repair skills” said MR2 Bishop, “This really helped me learn a lot,” she added.

She reflected back on how her experience gained with the JQR/NAMTS program was instrumental and a contributing factor to her successful achievements in C school. "NAMTS really helped me excel because of the training I had received while enrolled in the NAMTS program," MR2 Bishop added.

Since completing the Inside Machinist JQR, MR2 Bishop has wasted no time in re-enrolling into the NAMTS program and pursuing NEC 95AB, (Valve Repair Technician). She worked with the Subject Matter Expert (SME) Mr. Nathaniel Farmer who created hands-on practical training using mock-ups and provided a learning environment where she and her fellow shipmates could build on their skills. "Mr. Farmer is a real subject matter expert" said MR2 Bishop.

In April and May onboard USS Momsen (DDG 92), Shop 51 electricians trained and guided repairs to the controller for the Lube Oil Service Pump. This was accomplished by Shop 51 personnel EM2 (SW) Alisa Barksdale, EM2 (SW) Joshua Whalen and subject matter expert (SME) Mr. Daniel Hines. Personnel were taught repair techniques and measurements on how to ascertain faults in the controller, which powers the lube oil motor.

The NAMTS program aided the Shop 51 personnel by integrating taught practices in the Outside Electrical Repair Technician JQR and linking them with real world maintenance procedures. The question that had to be answered was, “What caused the fault?” The techniques taught in NAMTS provided a way forward for the successful repair of the defective controller. Ships force and Shop 51 worked together to isolate the fault by conducting electrical resistance and ground fault checks in accordance with the controller schematic. The results of the checks was the discovery of a set of contacts that burnt in the contactor. By effecting the repairs the controller was placed back into proper operation and prevented the new motor from prematurely failing potentially saving $100,000 dollars in motor replacement costs.

“The NAMTS Program provides a challenge and I like the way it takes me out of my comfort zone to enable me to continue to learn and explore other JQR’s and enhance my confidence and repair skills. This really helped me learn a lot”.

— MR2 (SW/AW) Kirsten Bishop

Naval Station Everett (NSE) welcomed the newest addition to the base family, the guided-missile destroyer USS Gridley (DDG 101), July 9, 2016. (U.S. Navy photo by Mass Communication Specialist 3rd Class Joseph Montemarano/Released)
Great things are happening at Norfolk Naval Shipyard (NNSY) with the NAMTS program, which is showing increases in active participation, enrollment rates, and JQR availability. NNSY as a command is unique to other NAMTS Training Maintenance Activities (NTMA) due to its sprawling shipyard location in Portsmouth, VA, and its support locations onboard Naval Station Norfolk. This geographical separation poses a unique challenge for Sailors who are eligible to participate in NAMTS but are unable to enroll due to the often lengthy transit time and road tolls required to commute the few miles between the shipyard and Naval Station Norfolk (NSN) to attend training.

NNSY successfully implemented the Shipfitter JQR in December 2015, by leveraging Mid-Atlantic Regional Maintenance Center (MARMC) assets and has begun exploring the stand up of the Valve Repair Technician JQR for all NNSY Fleet Maintenance Boats (FMB) Sailors stationed at the NNSY NSN location.

After collaborating with MARMC and NNSY shop leadership, a plan was established to send three Sailors, MM1 (SW/AW) Knowlton, MM1 (SW) Grimes, and MM2 (SW) Salvatierra, from FMB through the Valve Repair Technician JQR using MARMC qualifiers and training tools. Upon completion of the training these three Sailors will become the Skill Area Coordinator and JQR Qualifiers for a standalone NNSY Valve Repair Technician program for FMB Sailors. This would eliminate the need to travel between the two locations, and in turn, open up NAMTS availability to more NNSY Sailors.

Simultaneously, NNSY leadership in the Fleet Maintenance Shops (FMS) at Portsmouth were able to designate several Valve Shop civilians as JQR Qualifiers and successfully integrate and enroll five FMS Sailors into the Valve Repair Technician JQR. These Sailors report directly to the Valve Shop Supervisor and receive hands on training from experts during real world valve maintenance and repairs.

MM1 Knowlton continues to be a major proponent of the NAMTS program at NNSY and is currently enrolled in two JQRs, Valve Repair Technician and Pump Repair Technician. He was recently asked why he valued the training so much said, “NAMTS is important to junior Sailors and senior Sailors alike because it provides the skills and hands-on training needed to perform their best when out in the Fleet.” He went on to say that the training, “will not only benefit Sailors throughout their Navy careers but also throughout their lives.” The opinion was mutual for MM1 Grimes who added that through the NAMTS program he can learn from master craftsmen who have the expertise and knowledge to make him more valuable to the Fleet.

While Sailors like MM1 Knowlton and MM1 Grimes continue to prove the value of NAMTS as a training platform, NNSY is moving forward with plans to implement more NAMTS JQRs. Making more JQRs available for enrollment creates the potential for Sailors to return to the fleet with a broader understanding of equipment and maintenance procedures for multiple areas of study.

**NAMTS JQRS Revised and Updated**

The April 2014 version of the NAMTS JQRs have been under review for the past several months and will be available for release in the near future. CNCMC greatly appreciates all the work that the subject matter experts (Sailors and Civilians) put into updating our JQRs, keeping our program relevant to current Navy maintenance and repair capabilities.
Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF) is graduating NAMTS qualified Sailors at nearly double the pace of Calendar Year 2015.

The leadership and direction of Deputy Commander, Captain Nonito Blas combined with the new Regional NAMTS Coordinator, Mr. Ed Yamashiro, has resulted in a revitalized program that is making a positive impact. In June, only six months into the current calendar year, HRMC had graduated 30 Sailors, which is eight more than their total for the previous year.

The recent visits and briefs to the Under Secretary of the Navy and the Chief of Naval Operations only serves to highlight the work that HRMC is doing in training their Sailors.

Although HRMC is a relatively small command in the RMC arena, their participation and enrollment rates are 100% and 95% respectively. This level of participation in the NAMTS program at HRMC is a new high and will only continue to grow as additional NAMTS JQRs are brought online and as Nuclear and Submarine qualified Sailors volunteer to participate in the program.

Mr. Ed Yamashiro, PHNSY & IMF RNC

"These Sailors earned a Navy Enlisted Classification (NEC) code and the in-depth training can help improve their advancement exam scores and broaden their job opportunities."

Mr. Ed Yamashiro and MRC(SW/AW) Macasero, far left, with Captain Nonito Blas, center left, and recent graduates. (Photo by OS1 (AW) Rosena S. Lubin.)
PSNS & IMF Bangor, WA

NEC 0121—Rigger/Weight Tester
  BM1 (AW) Marcus Solomon

NEC 4227—Pump Repair Technician
  MM3 Kevin Rogers

NEC 4541—Hydraulics Repair Technician
  MM2 (SW/AW) Miranda Chavez
  MM2 (SW) Zechariah Chesley
  GSM2 Derrald Cranford
  MM2 (SW) Kyle Harris
  GSM2 (SW) Ronald Manalo
  MM2 (SW) Michael McFall
  GSM2 (SW) Thomas Rajewich
  GSM2 (SW) Noah Seiling
  GSM2 (SW) Ryan Sheffield

NEC 4651—Outside Electrical Repair Technician
  EM2 (SW) Bo Barquist
  EM2 (SW) Charles Dodson
  EM2 (SW) Eliza Ochoa
  EM2 (SW) Joseph Popspishel
  EMC (SW/AW) Russell Vail

NEC 4652—Inside Electrical Repair Technician
  EM2 (SW) William Devinny
  EM2 (SW) James Harrison
  EM2 (SW) Steven Lechltnier
  EM1 (SW) Joseph Lewis
  EM2 (SW) Joseph Lewis
  EM2 (SW) Joseph Naranjo
  EM2 (SW) Henry Navarro
  EM2 (SW/AW) Nohemi Trevizo
  EM2 (SW) Daniel Renteria
  EM2 (SW) Ryan Richards
  EM2 (SW/AW) Brian Ross
  EM2 John Shook

NEC 95AC—Watertight Closure Maintenance Technician
  HT1 (SW) John McFarland
  HT2 (SW) Jeremy Witt

NEC 4911—Shipfitter
  HT1 (SW) John Cuddy
  HT1 (SW) John Harlan
  HT1 (SW/AW) Christopher Hirth
  HT2 (SW) Robert Looney
  HT1 (SW) Nicholas Wargo

PSNS & IMF Everett, WA

NEC 0121—Rigger/Weight Tester
  BM2 Steven Alleman
  BM2 (SW) Sheraul Gumbs
  BM1 (AW) Simon Jeffrey
  BM2 Robertus Sulistiono

NEC 4140—Gas Turbine Repair
  GSM2 Robert Cowan

NEC 4227—Pump Repair Technician
  MM2 Adam Hanson
  MMC (SW) Lyndon Mojica
  MM2 Larry Parrish

NEC 4340—Diesel Engine-Governor & Injector Repair Technician
  EN2 (SW/EXW) Adam Herriagetodaro
  EN1 (SW) Joseph Gomery

NEC 4406—Inside Machinist
  MR2 (SW/AW) Kenneth Bishop
  MR2 (SW/AW) Shane Butterfield
  MR1 (AW) Phillip Hill

NEC 4651—Outside Electrical Repair
  EM2 (SW) Rudy Pablo
  EM2 Aarron Schlosser
  EM2 (SW) Joshua Whalen

NEC 95AC—Watertight Closure Maintenance Technician
  DC2 (SW) Stephan Dolly
  MM1 (SW) Adam Holze
  DC2 (SW) Thomas Kay
  DC2 (SW) Ryan Sandoval
  DC2 (SW) David Yoo
GRADUATES

PHNSY & IMF Pearl Harbor, HI

NEC 4228—Air Conditioning & Refrigeration Technician
  MMC (SW) Steven Davis
  MM1 (SW) Barry S. Fulton
  MM1 (SW) Izehuan E. Ideho
  MM2 (SW) Alexander Turner

NEC 4340—Diesel Engine-Governor & Injector Repair Technician
  EN2 (SW/EXW) Gregory J. Besiryan
  EN1 (SW/EXW) Peter Borges

NEC 4140—Gas Turbine Repair
  GSMC (SW) Noe Medina
  GSM2 (SW) Douglas J. Messamore Jr.
  GSM2 Raul Neri
  GSM2 (SW) Joshua Wharton

NEC 4911—Shipfitter
  HT2 (SW) Jamila Babibullah
  HT2 (SW) Jason Cecena
  HT2 (SW) Ray Flodstrom
  HTC (SW) Harry Herradura
  HT2 Cody Maccomber
  HT1 Clayton Smith

NEC 95AC—Watertight Closure Maintenance Technician
  MM2 (SW/AW) Carloalexis Abueg
  EN2 (SW) Jordan Alcantra
  MM1 (SW) Frank Bouknight
  HT2 Adam Covens
  MR2 (SW) Krystle Donato
  MM2 (SW) Wyatt Kalbrener
  MM2 (SW) Jantavie Maple
  MM1 (SW) Abi Olowo
  GSE2 Sarah Orozco
  EN2 Fionamae Roces
  MM2 (SW) Joseph Shelow
  MM2 (SW/AW) Kevin A. Smith
  HT2 (SW) John Stull
  MM2 (SW) Terriance Tindal

Mid-Atlantic Regional Maintenance Center (MARMC)

NEC 0121—Rigger Weight Tester
  BM2 (SW) Khiry Allen
  BM1 (SW) Corey Ashlock
  BM2 (SW/EXW) Eric Anderssson
  BM3 Autumn Casareno
  BM2 Jessica Chisolm
  BM2 (SW) Rio Flores
  BM2 (SW) Heath Gregory
  BM2 (SW) Tyrone Hall
  BM2 Robert Hofer
  BM1 (SW/AW) Justin Jansen
  BM2 (SW/AW) Micheal King
  BM2 Lindsey Liles, Jr
  BM2 Keneeka Linn
  BM2 (SW/SCW) Aaron McCarthy
  BM2 (SW) Drew Miller
  BM2 (SW/AW) Shaanee Moncrief
  BM1 (SW/AW) Derek Ostrowski
  BM2 Daniel Pittman
  BM2 (SW) Martin Sadler
  BM2 (SW/AW) Amanda Svensen
  BM3 Corwin Trent
  BMSN Joseph Werner
  BM2 Latesha Wood

NEC 4140—Gas Turbine Repair
  GSMC (SW) Rashad Lewis
  GSM2 (SW) Jackye Nealy

NEC 4406—Inside Machinist
  MR2 (SW) Manuel Collazo
  MR2 Eric Favret
  MR2 Sophia Hylton
  MR1 John Roberts
  MR3 Nathan Tan

NEC 4542—Outside Machinist
  MM1 (SW) Erlindo Acob
  MM3 (SW) Samantha Bailey
  MMFN Joseph Boncardo
  MM2 Megan Crews
  MM1 (SW) Jarius Daniels
  MM3 Daniel Petrovets
  MM3 Latoya Rowewhyte
  MM2 (SW) Richard Saucedo
  MMFN Mariah Stewart
  MM1 Brian Wilkins

(Continued on page 26)
NEC 4651—Outside Electrical Repair Technician
EMC (SW) William Allbright
EM1 Anthony Arias
EM1 (SW) Prezemyslaw Bobrowicz
EM2 Katrina Burgess
EMFN Hannah Carlson
EMFN Anthony Douglas
EM2 (SW) Daniel King
EM2 Nicholas Ford
GSEC (SW) Terry Gatlin
EM2 (SW/AW) Joshua Hernandez
EMC (SW/AW) Thanh Huynh
EM2 (SW/AW) Sheri Jolicoeur
EM1 (SW/AW) Fred Jones
IC2 (SW) Joseph Lagala
EM2 (SW) Rayaneel Lecky
EM2 (SW/AW) Jermaine Skannal

NEC 95AC—Watertight Closure Maintenance Technician
DC2 Michael Butcher
DC2 (SW) Christopher Harris
DC1 (SW/AW) Matthew Johnson
DC2 (SW) Stuart Lovorn
DCFN Sasha Morrison
DC2 (SW) Joshua Nelson
DC2 (SW) Yonah Pike
DC2 (SW) Tiago Thomas

NEC 4911—Shipfitter
HT2 Donita Aaron
HT1 (SW) Jenia Arthur
HT2 Clayton Boone
HT1 Aron Brown
HTFN Anthony Cisneros
HT2 (SW) Curtis Clein
HTFN Justin Cluff
HTFN Christopher Daum
HT2 (SW) Andres Delcarpioerroch
HTFN Mark Gardner
HTFA Cody Geary
HT2 Joshua Fayette
HTFN Raul Gutierrez
HTFN Tyler Hastings
HTFN Carols Hernandez-Rivera
HTFN Lashavya Hixon
HT2 Benjamin Holleman
HTFN Dylan Krupka
HTFN Christopher Lathrop
HT3 Conner Luby
HTFN Jack Malkiewicz

(Continued on page 25)

HT2 (SW) Martin Maples
HT2 (SW/AW) Devonish Murphy
HT1 Travis Parent
HTFN Nayelly Plascencia Gomez
HT1 (SW) Travis Reed
HTFN Anthony Todisco
HTC(SW) Roy Westbrook
HT2 Ronald Williams

NEC 4952—Pipefitter
HT2 (SW) Jeremy Davis
HTFN Kaila Lane

NEC 95AB—Valve Repair Technician
GSE1 Christopher Allen
MM2 (SW/AW) Andrew Aultman
MMC (SS) Micah Baker
EM1 (SW) Prezemyslaw Bobrowicz
MMC (SW) Walter Blackburn
MMFR Clayton Brack
MMFA Austyn Carole
MM3 Stephanie Couvillon
ENFN Kirina Davis
ICSN Brett Dodak
EN2 (SW) Laser Dumalag
MM1 (SW/AW) William Durham
MMFN Maxine Guillory
MM1 (SW/AW) Matthew Hoskins
MM2 Andrew Huhra
MMN3 Rhiannon Johnson
MM1 (SW) Reginal Jones
MN2 Ashley Leipold
MM2 Shale Lemons
EM1 (SW) Aaron Haines, Jr
IC3 Markist James
MMFN Vanessa Mensahallipoeh
MM2 (SW) Brent Minges
MM2 (SW) Timothy Moore
MMC (SW/AW) Michael Newcom
MM2 (SW) Temidayo Olayinka
MM3 Christil Palmer
MMFA Phi Pham
EM2 (SW) Joshua Prince
MM3 (SW) Darion Propes
IC3 (SW) Dustin Pyle
EN1 (SCW) Luis Ramirez
MM2 Michelle Ramirez
EN2 Larissa Ringel
EN2 (SW) Andrew Roller
MM3 Latoya Rowewhyte

(Continued on page 27)
NEC 95AB—Valve Repair Technician cont.
- MM1 (SW) John Rugenus
- MR3 Alejandra Sanchez
- MMFN Venus Saja
- MR3 Evan Sotherman
- MM2 (SW/AW) Zachary Trogdon
- MM2 Corey Underwood
- GSM2 (SW) Michael Vaden
- MR1 (SW) Carmen Vescio
- MMN3 Destiny Vincik
- MMFN Ashlee Walker
- EN1 (SW) Damian Ward
- MM2 (SW/AW) Aaron Williams
- MM2 Claudia Wong

Norfolk Naval Shipyard (NNSY)

NEC 4227—Pump Repair Technician
- MM2 Julian Seohanesacendra

NEC 4340—Diesel Engine-Governor & Injector Repair Technician
- EN1 (SW) Richard Ellis
- EN1 (EXW) Nicholas Pringle

NEC 4406—Inside Machinist
- MR1 Madison Robinson

NEC 4651—Outside Electrical Repair Technician
- EM1 (SW/AW) Joshua Walker

NEC 4911—Shipfitter
- HT2 Sean Roberts
- HT2 (SW) Joshua Thomas
- HT1 (SW) Robert Thompson
- HT2 Casie Whiteman

NEC 95AB—Valve Repair Technician
- MM1 (SW) Tommie Grimes
- MM1 (SW/AW) James Knowlton

Southeast Regional Maintenance Center (SERMC)

NEC 0121—Rigger/Weight Tester
- BMSN Cateryna N. Castro
- BM1 (SW) Jefferson A. Cevallos
- BM2 (SW) Emmanuel Dixon
- BM2 (SW/AW) Kristy M. Gonzalez
- BM2 (SW) Guozhi N. Lei
- BM1 (SW) William E. Lewis II
- BM1 (SW) Ryan C. Lowe
- BMSN John R. Stout
- BM2 (SW) Juan S. Villagarcia

NEC 4229—Heat Exchanger Repair Technician
- MM2 Cristito Delacruz
- MM2 (SW) Timothy R. Doe
- MM2 (SW) John MacDonald
- MM2 (SW/AW) Darrow A. Phillips
- MMFN Marcell Rainey
- MM2 Latoya Townsend

NEC 4140—Gas Turbine Repair Technician
- GSM2 (SW) Steven B. Harrell
- GSM2 (SW) Eric S. Megargel Jr.
- GSM2 (SW) Brandon S. Portell
- GSM2 (SW) Stuart M. Watkins

NEC 4145—Gas Turbine Electrical Repair Technician
- GSE2 (AW) Bryce A. Arnold
- GSE3 Derrick Ausberry
- GSEFN Megan D. Brown
- GSE2 (SW) Michael Copeland-Clark
- GSE1 (SW) Jhomar A. Damo
- GSE3 (SW) Christopher S. Kemp
- GSEFN Jeremy A Maldonado-Martinez
- GSE1 (SW) Michael M. Prince
- GSE1 (SW) Priscilla R. Shockley
- GSE1 (SW) Adrian C. Smith
- GSE1 (SW) Ralph A. Sotelo
- GSE2 (SW) Joseph A. Webster Jr.

(Continued on page 28)
NEC 4227—Pump Repair Technician
EN2 Luis D. Artazaroque
MM1 (SW) Herminio L. Bravo
GSM2 (SW) Juanita Q. Funderburk
MM2 (SW) Zachary A. Kennedy
MM3 Zachary W. King
GSM3 (SW) Todd J. Lee
MM2 (SW) Ruben A. Mena
MM2 (SW) Brandon C. Ross
MMFA Dajia L. Serranojackson
MMFN Sara M. Sheppard
MM2 (SW) Juadon A. Tabor
GSM2 (SW) George E. Vick III
GSMC (SW) Jayson J. Weinman
GSM2 (SW) John N. Werrline

NEC 4228—Air Conditioning & Refrigeration Technician
MM1 (SW) Ernest Young

NEC 4340—Diesel Engine-Governor & Injector Repair Technician
EN2 Nicholas E. Deblanco
EN2 Noah A. Edwards
ENC (SW) Royce C. Greenwood
EN1 (SW) Robin L. Mosley

NEC 4406—Inside Machinist
MR2 Daniel R. Alford
MR3 Heather Asselin
MR1 (SW) Joseph H. Dizon
MR2 William S. Johnson

NEC 4542—Outside Machinist
MMC (SW) John Crownover
MM2 (SW) Timothy Hanna
MM3 Juexin Marfai

NEC 4651—Outside Electrical Repair Technician
EM2 (SCW) Juan A. Aguilar
EM1 (SW) Miguel A. Banda
EM1 (SW) Randall K. Barrett
EM2 (SW) Koudjoua Bisloa
EM1 (SW) Christopher S. Erni
EM2 (SW) Woodman Fleurizard
EM2 (SW) Cody L. Martin
EM1 (SW) Nirroraniel R. Ramos
EM2 (SW) Christopher J. Smith

NEC 4652—Inside Electrical Repair Technician
EM2 (SCW) Juan A. Aguilar
EM2 (SW) Kaleb E. Cannon
EM3 (SW) Keri A. Cox
EMC (SW) Francisco S. Cuellar
EM3 Alexander D. Daniel
EMC (SW) Ryan P. Haley
EMFN Devin M. Miller
EM2 (SW) Luis M. Moreno
EM2 (SW) Artur Oberst
EM1 (SW) Nirroraniel R. Ramos
EM2 (SW) Diamonique B. Swanson

NEC 4952—Pipefitter
HTFN Alyssa D. Brown
HT2 (SW) Samuel T. Duggins
HTC (SW) Joseph M. Farris
HTFN Mionna M. Green
HT1 (SW) James K. Hampton
HT3 Giovanni M. Lucarelli
HTFN Amanda Mims
HT3 Michael J. Scott
HTFN Rayann L. Smith
HT3 Evan P. Smeltser
HT3 Kayla N. Wilson

NEC 95AC—Watertight Closure Maintenance Technician
DC2 (SW) Carlos A. Ball
DC1 (SW) Fungai Diura
DC3 (SW) Kristin A. Gilbert
DC2 (SW) Humberto Martinez
DC2 (SW) Jasmine Page
DC3 (SW) Joel G. Prentiss
DC2 (SW) Christopher F. Rogers
DC3 Stacy Wade

NEC 95AB—Valve Repair Technician
MMC (SW) Robert C. Batucal
MM2 (SW) Harrison Brantley
GSM2 (SW) April L. Crittenden
DC1 (SW) Jose G. Espinal
GSM1 (SW) Rodney A. Fry
DC3 (SW) Kristin A. Gilbert
GSM3 (SW) Shaquoya Hart
MMFA Nicole E. Jones
MM1 (SW) Theodore J. Neuman
DC2 (SW) Christopher F. Rogers
ENFN Hannah R. Ybarra
Southwest Regional Maintenance Center (SWRMC)

NEC 0121—Rigger/Weight Tester
BM1 (SW) Adarius Carr
BMSN Salem Carter
BM2 (SW) Kevin Coates
BM1 (SW) Benito Flores
BM1 (SW) Hope Heine
BM1 (SW/EXW) Jorge Hernandez
BM1 (SW) Victor Hernandez
BM2 (SW) Silvia Leon
BM2 (SW) Rogelio Magana
BM2 (SW) Leo Mahoney
BM1 (SW) Raymond Marquez
BM2 (SW) Ikenna Osondu
BM1 (SW) Jose Salas
BM2 (SW/AW) Crystal Soto
BM1 (SW/AW) Ernesto Solano
BM2 (SW) Ryan Wetzel
BM2 (SW) Dalila Woods
BM2 (SW/AW) Phillip Yazzie

NEC 4140—Gas Turbine Repair Technician
GSM2 (SW) Brett Aamold
GSM2 Harry Buenvenida
GSM2 (SW) Patricia Buchanan
GSM2 (SW) Robin Casner
GSM2 (SW) Jay Castenada
GSM1 (SW) Travis Coats
GSM2 (SW) Derick Conely
GSM2 (SW) John Garcia
GSM2 (SW) Casey Hudson
GSE2 Nicole Johnson
GSM1 (SW) Deonte Matthews
GSM2 (SW) Joshua Montgomery
GSM2 (SW/AW) Jesusa Nostrates
GSM2 (SW/AW) Louie Opol
GSM2 (SW) Anthony Parkslamas
GSM2 (SW) Pedro Rangelalcaraz
GSM2 (SW) Ryan Rivera
GSM1 (SW) Neil Walker

NEC 4145—Gas Turbine Electrical Repair Technician
GSEC Nahum Cadenas
GSEC Xue Chang
GSE2 Joshua Gana
GSEC (SW) Jimmie Horse
GSE1 (SW) Jason Marinaro
GSE2 (SW) Daniel Menesesarellano
GSEC (SW) Vincent Pettigrew

NEC 4228—Air Conditioning & Refrigeration Technician
MM2 Ryan Ancheta
MMC (SW) Jesse Jaso
MM3 (SW) Victor Kalmykov
MM2 (SW) Jeffrey Lim
MM2 (SW) Matthew Plunkett
MM1 (SW) Sean Waddell
MMC (SW) Ahmed Zayed

NEC 4340—Diesel Engine-Governor & Injector Repair Technician
EN2 (SW) Lamar Arrington
EN1 (SW) Lorenzo Awa
EN2 (SW) Christopher Colson
EN1 (SW) Clemence Crawford
EN1 (AW) Joel Durano
ENC (SW) Warren Florence
EN2 (SW/EXW) Christopher Greenwood
EN2 (SW) Perry Hathcock
EN2 (SW) Daniel Hogue
EN2 (SW) David Ingram
EN2 (SW) Dishaun Jones
EN1 (SW) Scott Kruse
EN1 (SW) Triet Le
MM2 (SW) Jeffrey Lim (converting to EN)
EN1 (SW) Kendall Lindvold
EN1 (SW) Edgar MunozAguirre
EN2 Daniel Palomino
EN2 (SW) Zachary Quinones
EN1 (SW) Joshua Rodarthe
EN1 (SW/EXW) Steve Sengphachanh
EN2 (SW) Eric Shaw
ENC (SW) Aaron Smith
EN1 (SW/AW) Brian Tabano
EN1 (SW) David Underwood
EN2 Zane Vandorn
EN3 Nathaniel Woods

NEC 4406—Inside Machinist
MR2 (SW) Robert Adair
MR2 (SW/AW) Valerie Antoine
MR1 (AW) Michael Ciminski
MR2 Natrelle Daniels
MRFN Ana Gomezbecerra
MR2 (EXW) Luis Macchia
MR2 Brandon Martin
MR2 (SW/AW) Norris May
MRC (SW) Edward Pastoral
MR2 (SW) Raygie Ting
MR3 Kayla Trumbo
MRC (SW) Vina Uk

(Continued on page 30)
**NEC 4542—Outside Machinist**

- MM1 (SW/AW) Duk Ahan
- MM1 (SW/AW) Sherrie Anaba
- MM2 (SW/AW) Nicholas Ivey
- MM2 (SW/AW) Hailemicael Mesfin
- MM1 (SW/AW) Alexandra Salgado
- MM2 William Vest

**NEC 4651—Outside Electrical Repair**

- EM1 (SW/AW) Andrew Anders
- EM2 (SW) Olushola Agbajeanozie
- EM1 (SW/AW) Richard Barnes
- EM2 (SW) Jerry Borrero
- EM3 (SW) Lingdi Cai
- EM2 (SW) Matthew Deets
- EMC (SW) Christopher Devera
- EM (SW) Rodrick Funiestas
- EM2 (EXW) Saira Gonzalez
- EN1 (SW/EXW) Fred Green
- EM2 (SW) Tao Jing
- EM1 (SW) Komi Ketemepi
- EM2 (SW/AW) Christopher Larson
- EM2 (SW) Rafel Li
- EM2 (SW) Fernando Perez
- EM1 (SW) Jason Reyes
- EM1 (SW/EXW) Francisco Rodriguez
- EM3 Daniel Shaw
- EM2 (SW) Rodolfo Toribio
- EM3 (SW) Kimberly Vargas
- EM1 (SW) Sean Wilkinson
- EM1 (SW) Disi Zhao
- EM1 (SW) Si Zhao

**NEC 4782—Interior Communications Repair Technician**

- IC2 Emmanuel Camilo
- IC3 (EXW) Ernestian Nunez

**NEC 4911—Shipfitter**

- HT2 (SW) Paul Decoteau

**NEC 95AA—Shipboard Calibration Coordinator**

- IC1 (SW) Walter Fitzpatrick
- GSE1 (SW) Brandon Johnwell
- GSE1 (SW) Prabhat Khadka
- ET2 (SCWS) Sean Roozen

**NEC 95AB—Valve Repair Technician**

- EN1 (SW) Scott Demeritt
- EN2(SW) Daniel Hogue
- MM1 Michael Garcia
- MM1 Jose Guevara
- MMFN Travis Hemphill
- MM2 (SW) Jeffrey Lim
- EN1 (SW) Kendall Lindvold
- MMC (SW) Justin Nutt
- MMC Cordon Phillips
- MM1 (SW) Frankie Price
- MM1 (SW) Robert Reiter
- EN1 (SW) Logan Sanderson
- MM2 (SW/AW) Anwar Wilson
- MM3 (SW) Francisco Zambrano

**NEC 95AB—Valve Repair Technician**

- HT2 (SW) Donald Abernathy
- DC2 (SW) Ricardo Broughton
- DC1 (SW) Steven Givensreedus
- HT2 Maria Hawthorne
- DC2 (SW) Rinday Keemp
- HTFN Bryen Porrazzo
- HTFN Nicholas Sveine
- DC2 Mirissa Sharp
- MM2 (SW/AW) Diapakha Tandia
- DCC (SW) David Willis

**USS George H. W. Bush (CVN 77)**

**NEC 95AB—Valve Repair Technician**

- MM1 (SW/AW) Justin Holliday

**NEC 95AC—Watertight Closure Maintenance Technician**

- MM3 (AW) Ricky Vera

**USS Nimitz (CVN 68)**

**NEC 95AB—Valve Repair Technician**

- HT3 William Chase
- MM3 Daniel Morimoto
- ENFN Austen Paul
- GM1 (SW) Matthew Quave
To find out more about the NAMTS program and how you or your Sailors can get involved, please contact your nearest Regional NAMTS Coordinator (RNC), Afloat NAMTS Coordinator (ANC), or CNRMC by using the information below.

<table>
<thead>
<tr>
<th>Points of Contact</th>
<th>CNRMC—Code 900 Director, I-Level Production</th>
<th>CNRMC—Code 930 NAMTS Program Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAMTS Project Manager</td>
<td>Daniel Spagone 757.443.2650 x3100</td>
<td>Gerald Schrage 757.443.2650 x3083</td>
</tr>
<tr>
<td>Assistant Project Manager—East Coast</td>
<td>Ted Dennis 757.502.7424 x1191</td>
<td></td>
</tr>
<tr>
<td>Afloat NAMTS Coordinator — East Coast</td>
<td>Kevin Bond 757.443.2650 x1034</td>
<td></td>
</tr>
<tr>
<td>Regional NAMTS Coordinator—Mid-Atlantic Regional</td>
<td>Vivianne McLaurin 757.443.2650 x3222</td>
<td></td>
</tr>
<tr>
<td>Maintenance Center (MARMC)</td>
<td>Andrew Porter 757.396.7771</td>
<td></td>
</tr>
<tr>
<td>Regional NAMTS Coordinator—Norfolk Naval Shipyard</td>
<td>Osbert Teeka-Singh 904.270.5126 x3019</td>
<td></td>
</tr>
<tr>
<td>(NNSY)</td>
<td>James Heffelfinger 671.343.6240</td>
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<tr>
<td>Regional NAMTS Coordinator—Southeast Regional</td>
<td>James Gessner TBD</td>
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<tr>
<td>Maintenance Center (SERMC)</td>
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<tr>
<td>Afloat NAMTS Coordinator—Guam</td>
<td>James Heffelfinger 671.343.6240</td>
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<tr>
<td>NAMTS Production Equipment Specialist—East Coast</td>
<td>James Gessner TBD</td>
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