

# NAVY AFLOAT MAINTENANCE TRAINING STRATEGY

42nd Edition, January 2016

## **NAMTS** **NEWS**



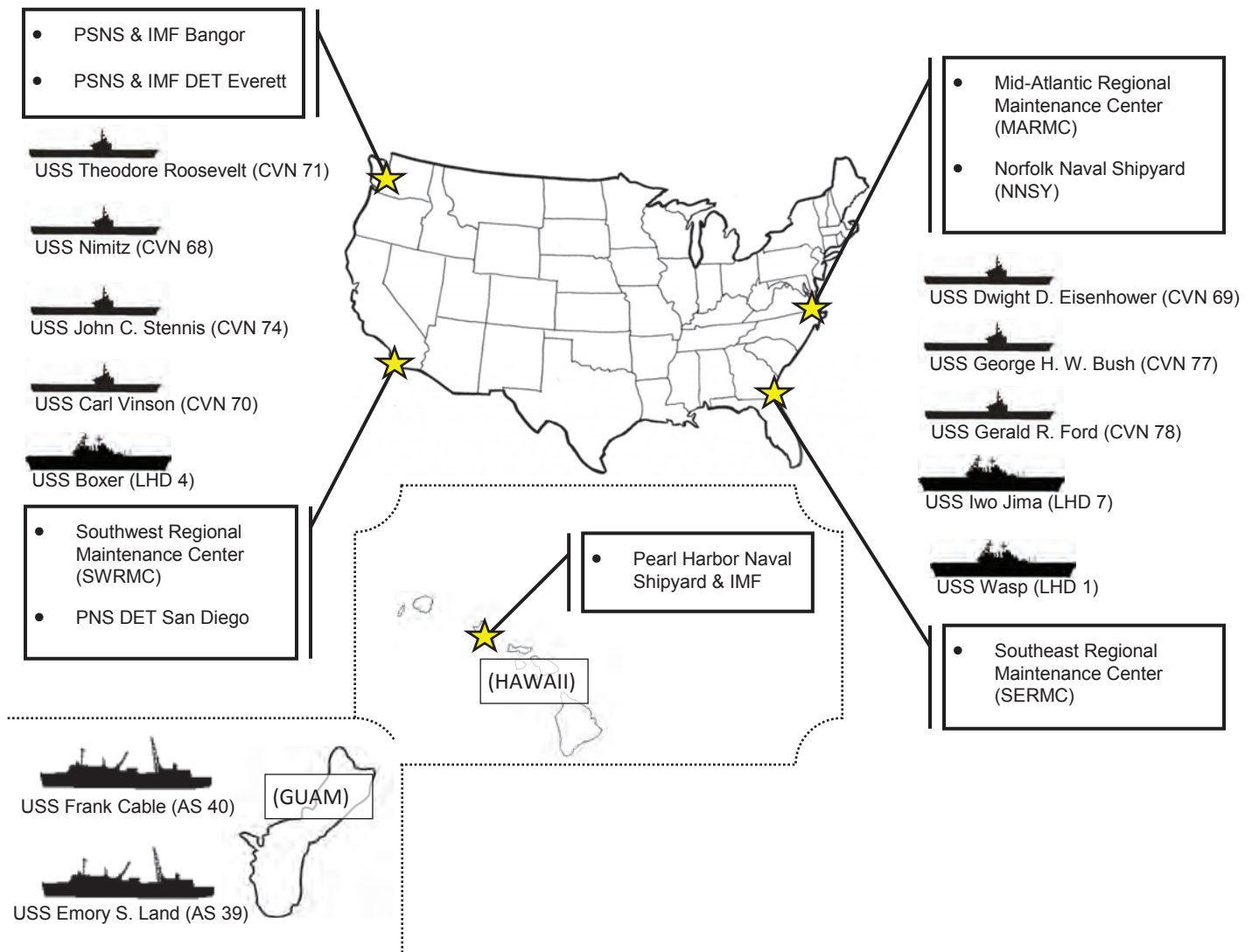
## Welcome to the 42<sup>nd</sup> Edition of “NAMTS News”

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 web-sites, FAQs, and archived newsletters at:

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

# NAMTS Training Sites



## NAMTS by the NUMBERS

Currently Enrolled Warriors

1634

2015 Graduated Warriors

516

Tests Administered in 2015

Pre 1361 / Post 494

## NAMTS — Ready, Relevant, Learning

The Navy Afloat Maintenance Training Strategy (NAMTS) program was established by Chief of Naval Operations (CNO) to improve Strike Force organic maintenance capability and material self-sufficiency. The program has continued to evolve and looks to improve beyond the original charter by espousing the "Ready, Relevant, Learning" training initiatives established by "Sailor 2025" objectives.

The NAMTS Program is proving its worth by providing the fleet with Maintenance Warriors who are on the deck plates and forging the Navy's maintenance shield. These warriors are NAMTS-trained Journeyman Sailors who are charged with being competent and confident in their ability to repair shipboard equipment and systems to operationally safe and technically acceptable standards to meet warfighting requirements. NAMTS Sailors are taught to troubleshoot, repair, and maintain various systems on board today's naval surface vessels. NAMTS learning solutions include one-on-one training scenarios with a qualified technician, hands-on labs, simulations, and computer-based and interactive courseware training, but the backbone of NAMTS training is the hands-on training the Sailors receive when accomplishing actual repair work.

A recent afloat survey found that Commanding Officers have a much higher confidence level in their NAMTS qualified Sailors' ability to identify maintenance problems, conduct repairs, supervise, and train subordinates in accomplishing shipboard required repairs. Commander Kevin Ralston, Commanding Officer of USS Vandergrift (FFG 48) remarked "Vandergrift's self-sufficiency while independently deployed for seven months shines as the trademark of the NAMTS Program. All of my NAMTS NEC holding Sailors contributed to a culture of procedural compliance, good engineering practices, and pride in mission readiness. I give my highest gratitude to the NAMTS Program."

The NAMTS program provides Maintenance Warriors with a continuous career learning and development environment by training from Apprentice, to Journeyman, to Master Craftsmen skill levels. NAMTS Training Maintenance Activities (NTMA) [shore] and NAMTS Afloat Training Maintenance Activities (NATA) [sea] receive Apprentice Sailors with initial skills in-rate training and forges them into Journeyman level maintenance warriors. Subsequent tours of duty at a NATA or NTMA provide an opportunity for Journeyman level maintenance warriors to increase their skills and maintenance/repair knowledge to the Master Craftsmen level.

Due to a Fleet request, in January 2015 Commander Naval Regional Maintenance Center (CNRMC), along with Carrier Team One, initiated a NAMTS pilot program for a

limited set of NAMTS JQRs onboard USS Nimitz (CVN 68). This pilot has shown great potential in training Maintenance Warriors and provides the same professional development opportunities as Sailors are receiving at a Regional Maintenance Centers or Intermediate Maintenance Facility. Building upon this success of the pilot program, CNRMC has initiated NAMTS programs aboard USS George H. W. Bush (CVN 77), USS John C. Stennis (CVN 74), and USS Wasp (LHD 1), USS Gerald R. Ford (CVN 78), USS Dwight D. Eisenhower (CVN 69), USS Carl Vinson (CVN 70), USS Theodore Roosevelt (CVN 71), USS Harry S. Truman (CVN 75), and USS Iwo Jima (LHD 7), USS Boxer (LHD 4).

The NAMTS "Training Trident" (Unit Self-sufficiency, Sailor Professional Development, and Post-Navy Workforce Development) embraces a unique training environment to enhance a Sailor's maintenance and repair knowledge while developing and improving their hands-on skills and capabilities. The training will be continually updated throughout the Sailors' careers, and will ultimately provide the Sailors with specific workforce skills in demand in the civilian sector once the Sailor departs the U. S. Navy.

The first time of the NAMTS trident is realizing the CNO goal of providing maintenance warriors who are capable



**RDML Galinis (right) reads the commendation for GSM1 (SW) Scott J. Bosarge (left)**

of maintaining and repairing their own ship and other ships in the Strike Group or Amphibious Readiness Group. An example of achieving this goal was evidenced by Rear Admiral William Galinis, Commander Naval Regional Maintenance Center (CNRMC) presenting a Flag Letter of Commendation to GSM1 (SW) Scott J. Bosarge aboard USS John Paul Jones (DDG 53). Petty Officer Bosarge successfully completed NAMTS Training at Southeast Regional Maintenance Center (SERMC), in Mayport, Florida and holds NAMTS NEC-4140 (Gas Turbine Mechanical Repair) and NEC-4227 (Pump Repair Technician). Shortly after arriving aboard John Paul Jones in Pearl Harbor, Hawaii, Petty

*(Continued on page 4)*

## NAMTS—READY, RELEVANT, LEARNING (cont.)

(Continued from page 3)

Officer Bosarge successfully troubleshoot and overhauled two transfer pumps that had been out of commission prior to his arrival. Additionally, he identified problems that had been occurring to the Gas Turbine Generator Scavenge Pump along with degraded fuel return and bypass line on the Gas Turbine Module. Petty Officer Bosarge successfully completed all repairs thereby saving the command more than \$200,000 in contracted repair costs and enabled John Paul Jones to meet mission requirements.

The second tine of the NAMTS trident supports Sailor or professional development. Admiral Galinis has remarked that NAMTS is the "Navy's largest SEA-School" and a natural byproduct of NAMTS training is increasing in-rate knowledge. It has been documented that NAMTS Warriors are advancing at a rate higher than the Fleet average. In the most recent advancement cycle, all of SERMC's participating NAMTS Second Class Petty Officers were advanced to Petty Officer First Class. To further Sailor knowledge the NAMTS program has teamed up with Surface Warfare Officer School (SWOS) Engineering Learning Site to provide additional computer based training to NAMTS Warriors in the form of a Virtual Task Trainer (VTT). VTTs are 3-D model and simulation computer based training programs where sailors learn part identification, and virtually perform maintenance procedures before attempting the hands-on procedures on the shop floor. Sailors who are enrolled in a NAMTS JQR that has available VTTs are simultaneously completing both training courses. As the Sailor moves through the VTT lessons and learns to perform maintenance in a virtual environment, they are able to take that knowledge and immediately apply it to real jobs in the shop. This blended training increases Sailor technical knowledge, improves confidence in task performance, reduces the amount of over-the-shoulder supervision, and directly increases shop productivity.

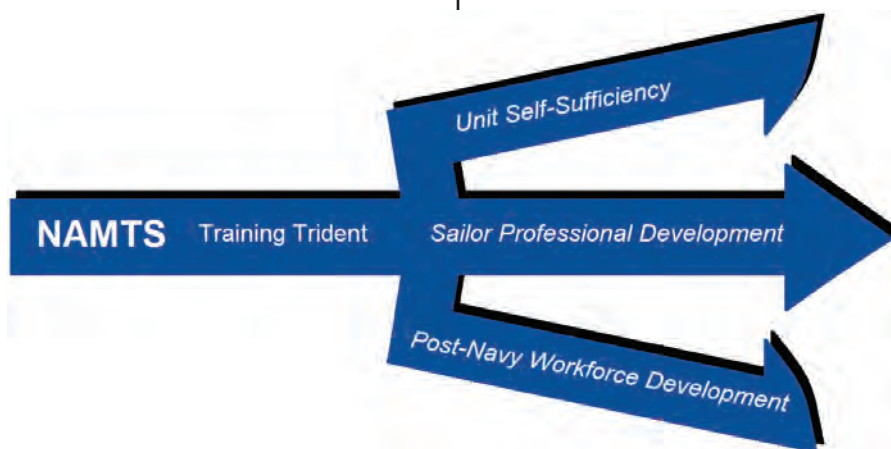
The third tine of the NAMTS trident supports Sailors' Post-Navy workforce opportunities. As Maintenance Warriors transition from active duty service into the civilian workforce,

it is anticipated that many Maintenance Warriors will enter the public and private shipyards and marine construction trades and continue service to the U.S. Navy and our nation. NAMTS JQRs are aligned with select United Services Military Apprenticeship Program (USMAP) credentials and provides an additional opportunity for Maintenance Warriors to earn an industry recognized certification. These qualifications and certifications provide a pathway for Maintenance Warriors to enter the professional shipyard and maritime construction workforce.

CNRMC has requested that the American Council on Education (ACE) review the NAMTS Program to determine the potential for recommending college credits for NAMTS NEC completions. Currently Sailors who have earned select Journeyman Level USMAP certifications can receive up to 45 credits of the 60 credits required to earn an Associate in Applied Science degree at the Honolulu Community College. Should NAMTS receive a favorable recommendation from ACE to award college credits a NAMTS qualified Maintenance Warrior would see these credits reflected on their SMART transcripts and put them firmly on the path to achieving an Associate's Degree.

To meet Fleet requirements, and as part of the continual evolution of the NAMTS Program, CNRMC submitted Billet Change Requests (BCR) to add 2000 plus NAMTS NEC designated billets to the surface units in the Atlan-

tic and Pacific Fleet. With more than 2000 NAMTS trained and NEC qualified Warriors currently in the Navy, and another 1127 future warriors currently enrolled in the 18 different Job Qualifications Requirements (JQR) currently being offered, and additional JQRs in General Shipboard Welding / Brazing, Shipboard Calibration Coordination, Corrosion Control, and Fiber Optic Repair in the research and development stage the NAMTS Program is actively working to achieve CNO's Ready, Relevant, Learning initiatives.



## Coming Soon To An RMC Near You

by Jeff McNicholl and Brian Jolley

The NAMTS Production Equipment Specialists (PES) have been hard at work to provide much needed production and support equipment to the Regional Maintenance Centers via the Ship Maintenance Improvement Program (SMIP).

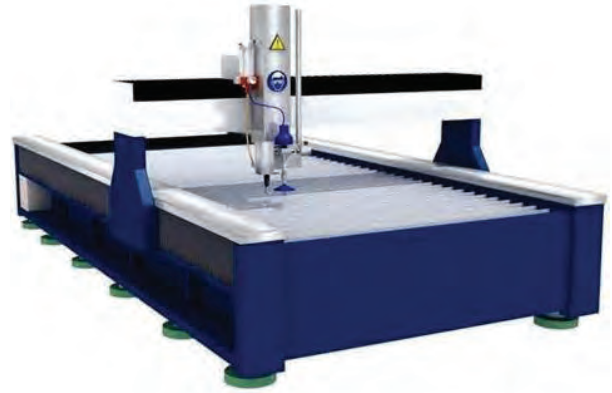
There are currently more than 20 prospective Industrial Plant Equipment (IPE) and support equipment projects pending in the Capital Asset Tracking System (CATS) for execution over the next five years. CATS is the vehicle used to submit proposed projects to the SEA04X Program Manager for approval within the Ships Maintenance Improvement Program (SMIP).

With an estimated annual budget of six million dollars shared among MARMC, SERMC, SWRMC, TRF King's Bay, and NAVSUBASE New London, there is competition within the program to ensure each activity is provided with their needed equipment. In 2016, seven IPE projects will be delivered and installed at the RMCs.



**Example of a CHANT Diesel Test Stand**

In support of the NAMTS Diesel Engine – Governor & Injector Repair JQR, each RMC will receive a Diesel Fuel Injector Test Stand this fiscal year. Chant Engineering has been awarded the contract, and has commenced production of the first test stand slated to be installed at MARMC. The Diesel Engine Governor & Injector test stands will provide new capabilities to both SERMC and MARMC, and replaces the existing machine at SWRMC, which is at the end of its useful lifecycle. These test stand machines will improve shop quality and on-time delivery, and also increase shop repair capabilities by being able to support diesel engines not currently supported by the older machine.



**Rendering of a 5 Axis Water Jet**

The 5 Axis Water Jet Cutting table contract is scheduled to be awarded very soon. The current abrasive water jet machines at SERMC and SWRMC are old, have no angle cutting capabilities, and require substantial maintenance, while MARMC currently has no abrasive cutting capabilities. The new machine will allow greater capability for making multiple parts supporting ship repair. Jobs to include: bulkhead and stuffing seals, accommodation ladder parts, fixtures for Computer Numerical Control (CNC) Mills, frames, plates, counter sinks, weld bevels and many other manufacturing jobs. This will help to standardize capabilities across the RMC's.

Finally, MARMC will receive a new \$3.7 million dollar telephone system upgrade. The current phone system is well past its service life and is no longer supported by the manufacturer. A loss of telecommunication services for MARMC, CNRMC, CNSL and NNSY means loss of communications with the Fleet Commander and operational forces. This results in a direct impact to warfighting capabilities and mission readiness. The new upgrade is ground breaking as it is the first support project purchased under SMIP. In the coming years, phone systems as well as facility security systems at MARMC, SERMC & SWRMC will be upgraded.

Exciting things are in store for the RMCs in the future as the PES' seek out emerging technology to support NAMTS focused repair capabilities. This will standardize repair capabilities across the NAMTS Training Maintenance Activities (NTMA) and better prepare Sailors as self-sufficient Journeyman Maintenance Warriors ready for maintenance and repair challenges when they return to sea.



# REGIONAL NEWS



## PSNS & IMF BANGOR ASSISTS USS NIMITZ WITH NAMTS TRAINING



"USS NIMITZ (CVN 68), currently at PSNS & IMF, is the first afloat command Navy-wide to implement its own NAMTS program, which provides training that will allow Sailors to make shipboard repairs that might otherwise need to be contracted out," said VADM William Hilardies, Commander, Naval

Sea Systems Command (NAVSEA).

The Nimitz stood up the pilot program for the shipboard Navy Afloat Maintenance Training Strategy (NAMTS) program, and needed some assistance with completion of work processes within the Pump and Valve Repair Job Qualification Requirements (JQRs). IMF is fortunate enough to have some extremely knowledgeable and talented individuals in the shops and they stepped up and shared their expertise to help get the Sailors the training they needed.

The Sailors expressed great appreciation, specifically to Nate Carter for taking the time to work with them on Pump Repair and Mike Wright for Valve Repair. The partnership is a win-win for both commands. IMF has the experts and ability



**Left to right: ABF3(AW) Richard Sawyer, ABF3(AW) Killian Harriman, ABF3(AW) Joel Breamorales.**

to train on specific items that may not be readily available on the ship, and the NIMITZ has access to processes and equipment that our surface Sailors need in order to complete their qualifications.

GM1(SW) Matthew Quave and HT3 Chase Olson came to IMF recently for assistance with

valve repair and Quave stated, "Mike Wright is one of the best trainers I've worked with. His training was exceptional and well worth our time."

This collaboration will strengthen the program at both commands and give our Sailors the maintenance and repair skills they need in the fleet.

### IMF Bangor Graduates Sailors

The Naval Afloat Maintenance Training Strategy (NAMTS) program at IMF graduated 13 Sailors Sept. 21, 2015, during a ceremony held in Bldg. 7000 at Naval Base Kitsap-Bangor. These Sailors each earned a Navy Enlisted Classification (NEC) code, and the in-depth training can help improve their advancement exam scores and broaden their job opportunities.

The guest speaker for the event was IMF Program Director, Ed Ingles. He explained to the graduates that while serving as an Engineering Duty Officer, including sea tours with USS Kitty Hawk (CV 63) and USS John F. Kennedy (CV 67), he came to understand just how essential Sailors with strong maintenance skills are to the mission. He told a couple of "sea stories" about HT1 Frost and Chief Swofford to illustrate the importance of having subject matter experts with strong work ethics aboard a ship.

Ingles explained HT1 Frost was the "go-to guy" when it came to repairing the boiler system on Kennedy.

"This guy could weld anything," Ingles explained. "I think he could weld wood. When we pulled into port, HT1 Frost went to work. That guy would work until we were getting ready to get underway again. That guy kept that ship underway. If it hadn't been for HT1 Frost, I don't know what we would have done."

"That is the kind of person we are trying to make you all into," he continued. "We want all of you to be that kind of go-to person that the commanding officer can turn to and say, 'pull our bacon out of the fire. We've got something broken, and we can't get anyone out here. We need you to fix the ship.'"

The NAMTS program is designed to provide on-the-job training to Sailors stationed at shore intermediate and regional-level maintenance facilities. The program builds on the Sailors' existing skills carried over from previous commands, and provides them the opportunity to learn new skills that will enable them to become technical experts needed for the Navy of the future.

The program allows Sailors the opportunity to learn, practice, and become proficient in a wide variety of skills, which they can then take to billets critical to sustaining maintenance and repair capabilities throughout the fleet while forward deployed.

Ingles explained how Chief Machinist's Mate Swofford aboard Kitty Hawk saved the day when a circulation pump stopped working. When the crew took the pump apart, they were met with handfuls of gear teeth and metal shavings.

"Chief Swofford and his folks overhauled that circu-

*(Continued on page 7)*

# PUGET SOUND NAVAL SHIPYARD & INTERMEDIATE MAINTENANCE FACILITY BANGOR (cont.)

(Continued from page 6)

lation pump in the Red Sea, under extreme conditions," said Ingles. "It was just extremely talented, dedicated Sailors who made it happen. That's why this program exists--to create more HT1 Frosts and more Chief Swoffords. So, be proud of what you've done here. It's been a long road for you. Take what you've learned and go apply it in the fleet."

## PACNORWEST Enhances NAMTS Program Training Capabilities

Puget Sound Naval Shipyard and Intermediate Maintenance Facility has recently procured several new training aids to enhance the hands-on training capability within the command. These aids will benefit the Pump Repair, Hydraulic Repair, and the Air Conditioning and Refrigeration Job Qualification Requirements (JQRs).

With the addition of a centrifugal pump, screw pump, piston pump, gear pump, sliding vane pump and a coupling/shaft alignment trainer, the Sailors have more opportunities to learn and practice a variety of processes. This will help increase their proficiency in specific skill areas, which will benefit them and the fleet when they are next assigned to a ship.

When specific work is not available, or if a Sailor needs additional instruction, the training aids provide a means to practice tasks as many times as needed, to become subject matter experts on said repair. These training aids will also allow them to practice specific repairs without impeding live production or rushing the learning process.

"Having this equipment on hand and available instead of sending someone to a class has immense value to the command, and to the program," explained Mike Wright (Pump and Valve Shop Trainer).

Each pump comes with training manuals and material that provide detailed direction to accomplish the disassembly, inspection, general maintenance, and reassembly of that component. For example, each pump is capable of being completely disassembled and reassembled and includes software that assists with parts identification and lists key inspection points.

Each section also contains a knowledge check quiz, which measures understanding of the topic, and helps with identifying any weakness. This allows trainers to tailor their approach to the needs of the individual. This benefits the Sailor and the production shop by developing the knowledge in a safe, controlled environment where they can learn from mistakes and ask questions as they go, steadily building confidence in their ability.

The coupling/shaft alignment trainer is beneficial to multiple JQRs and a variety of work centers. It allows the student to practice performing the dial indicator alignment method; locating and correcting soft-foot; calculating and correct-

ing bar sag; coupling alignment using the rim and face method; practicing the reverse dial indicator method; and it also provides a means to accomplish the laser alignment process. Each process or method includes detailed instruction to ensure it is accomplished correctly.

PSNS & IMF is working closely with USS Nimitz (CVN 68) to assist with the NAMTS pilot program on board. The new training aids will provide another option for ship's force Sailors temporarily assigned to IMF to receive training and practice on processes and equipment that might otherwise not be available. The benefit is the ability to provide training in a timely manner tailored to the requirements of JQRs and the needs of the individual Sailor.

Not every task, job or process is being performed at IMF when the Sailor needs to learn about it, in order to progress in the NAMTS program. By providing these additional resources, the command has enhanced the ability to provide quality supplementary training on specific equipment and processes on an as-needed basis, which strengthens the NAMTS program and the skill levels of the Sailors.



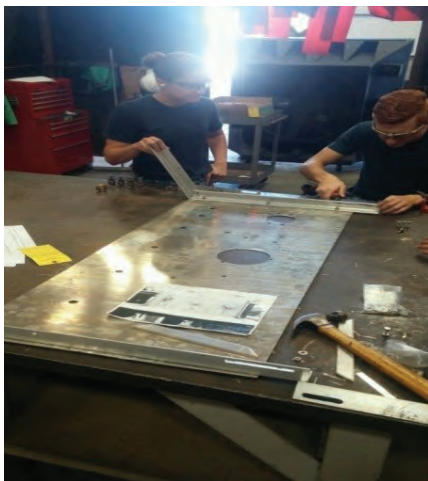
**IMF NAMTS mock up training aids are utilized for practicing disassembly, inspection, reassembly and alignment which provides all of the benefit of hands on training without the concerns of working on energized or system connected equipment.**

## LEADERSHIP INVOLVEMENT AND MAINTENANCE ASSIST TEAMS LEAD TO ENHANCED TRAINING AT SOUTHEAST REGIONAL MAINTENANCE CENTER (SERMC)



**S**outheast Regional Maintenance Center (SERMC) NAMTS Program has been very successful in providing Sailors with the skills, training and experience to complete their assigned Navy Afloat Maintenance Training Strategy (NAMTS) Job Qualification Requirements (JQRs). In the last six months, 88 Sailors completed their NAMTS JQRs, and received their respective Navy Enlisted Classifications (NECs). Six Sailors completed an additional JQR and earned their second NEC. The qualification process has been successful for Sailors completing the JQR line items because of Automated Work Request (AWR) from Ships and conducting Material Assist Team (MAT) visits.

In the Rigger/Weight Tester Shop, SERMC Khaki leadership has been instrumental on the deck plate successes, resulting in the increased oversight with training, implementation of permanent Rigging teams, and the development of a stringent qualification process for the NAMTS program. Specific accomplishments during this period include: completing re-certification to weight test Ordnance Handling Equipment (OHE), and successfully passing the Annual MHE Inspection by the Navy Crane Center. The Riggers have also completed 124 weight tests on various shipboard items; such as boat davits, package conveyor, ammunition elevators, flight deck safety nets, ships crane, engine rigging attachments and torpedo loading/handling systems. They have also completed 178 rig-



**HT3 Kaya Wilson, and HT3 Evan Smeltser fabricating a Gauge Calibration test stand for the Gauge Calibration Shop.**

ging evolutions for various pumps, valves and motors to support ship repairs during scheduled availabilities.

In the Shipfitter and Pipefitter shop, training was conducted in oxy-acetylene cutting, brazing techniques, water jet cutter operations, weld joint fit-up, and targeting. They have also accomplished training on pipe fitting fundamentals to include: pipe expanders, pipe threading, pipe bender operation, deck drain piping system simulation, flow restrictors, and boss installation.

They continued to work and trained in the area of Ship Fitting. One major task was the fabrication of a cofferdam that was fabricated for SERMC Divers. They have also qualified four personnel in the Aluminum Gas Mig Arc Welding (GMAW) processes.



**HT1(EXW) Jason Biberstine and HT1 Nolan Buford fabricating a cofferdam for SERMC Divers.**

The Pump Repair Shop's Sailors have overhauled 55 pumps in the last 6 months during 7 Mayport Ships availabilities. These repairs have directly contributed to personnel completing their assigned NAMTS JQR and receiving the Pump Repair NECs. In conjunction with their NAMTS training, Sailors also received enhanced training on pump casing repairs for Sea Water Service Pumps.

In the Watertight Closure Work Center, they have conducted Watertight Door Material Assist Teams (WTDMAT) visit on board USS Iwo Jima (LHD 7), and aboard USS The Sullivan's (DDG 68). The WTDMAT teams provided a comprehensive material and maintenance training of watertight enclosures to 14 Damage Control Petty Officers during the WTDMAT visit. The focused objective was to ensure Ship's Force understands and is capable to perform the required preventive and corrective level of maintenance to

*(Continued on page 9)*

## LEADERSHIP INVOLVEMENT AND MAINTENANCE ASSIST TEAMS LEAD TO ENHANCED TRAINING AT SERMC (cont.)

*(Continued from page 8)*

support equipment integrity during sustained operations. This training also provided the opportunity for the 6 newly reported personnel enrolled into the NAMTS qualification program to receive hands on training. Additionally, HT2 Zachary Smith completed his NAMTS JQR for Watertight Closure while assigned TAD to SERMC from USS Farragut (DDG 99).

SERMC's Inside Electrical and Outside Electrical Shops have been extremely busy conducting motor repairs including: bearing replacements, vibration analysis, motor controller overhauls, cableways training and inspections, and LGMAT onboard USS Philippine Sea (CG 58), USS Hue City (CG 66), USS Vicksburg (CG 69), USS Iwo Jima (LHD 7), USS Fort McHenry (LSD 43), USS The Sullivans (DDG 68), and USS Carney (DDG 64). Specifically, the Inside Electrical Technicians were busy in completing the following: overhauled USS Hue City (CG 66) NR3 Sea Water Service motor; USS Philippine Sea (CG 58) NR1, NR2, NR3, NR4 and NR6 Fire pumps, and NR2 Fuel Oil Transfer Pump motor; USS Gettysburg (CG 64) NR2 Fire pump, NR4 Fire pump ABT; USS Fort McHenry (LSD 43) NR1 Reduction Gear Lube Oil



**EM1 Christopher Ramos and EM3 Thomas Duca evaluating measured reading while conducting vibration analysis on NR6 Fire pump onboard USS Philippine Sea (CG 58).**

Standby Controller, Double Gypsy Winch Controller, and Nixie Room Controller; USS Carney (DDG 64) NR3 Fire pump motor controller.

Additionally, there were 15 SERMC Electrical Technicians who received OEM training for Field Balancing from Emerson Process Management. This class taught SERMC Electricians how to perform single and dual-plane balancing using both graphical and analyzer-based balancing methods. The training will enhance SERMC capabilities to balance motors on board ships instead of having the motors removed from the ship and brought to the shop. This process will reduce production time and in saving rigging man hours. This capability will be fully utilized during SERMC Ship Availability on board USS Iwo Jima (LHD 7).

The Outside Electrical Shop was also involved in correcting a total of 1,350 CAT 1 cableway discrepancies among three Mayport based ships, USS Iwo Jima (LHD 7), USS New York (LPD 21), and USS Fort Mc Henry (LSD 43). SERMC Technicians expended 7,200 man hours during the repair process which resulted in savings of approximately \$300,000. Meanwhile, there were 25 Sailors, who completed the Cableway Inspector Training and received their certificates for successfully completing the one week class.

### **Attain Higher Test Scores on Navy Wide Advancement Examinations**

Are you aware that NAMTS NEC holders score higher on their respective Navy Wide Advancement Examinations than Non-NAMTS Sailors? A review of all Navy Wide Advancement Test Scores for Calendar Year 2014 and 2015 identified that Sailors who hold a NAMTS NEC score higher on their advancement examinations. While true for all ranks the greatest difference was identified for PO3 test takers, as they attained an average of 6.63 points higher on their examinations than their contemporaries.

So, if you want to attain higher Navy Wide test scores, find out about NAMTS and get involved. If you want to see more information on the differences in Navy Wide Examination Test Scores for each paygrade, go to:

**<https://navsea.portal.navy.mil/field/cnrmc/namts/scores>**

and review the examination charts that have been published to more clearly identify how NAMTS NEC holders are doing on the Navy Wide Promotion Examinations.

# FIRST IN ITS CLASS: NIMITZ PAVES WAY FOR NAMTS FUTURE

by Mass Communication Specialist 3rd Class William J. Blee, USS Nimitz (CVN 68) Public Affairs



Undergoing extended maintenance in the shipyard can be a trying time for any ship and her crew. The long days, paired with dangerous, stressful working conditions can be a challenging combination. Some Sailors may become discouraged during a prolonged shipyard period, but some Sailors stationed on board the aircraft carrier USS Nimitz (CVN 68) are taking full advantage of this time by utilizing a program unique to aircraft carriers.

Nimitz, currently in an extended planned incremental maintenance availability (EPIA), is the first afloat command Navy-wide to implement Navy Afloat Maintenance Training Strategy (NAMTS) for Sailors in and out of engineering ratings, earning them critical Naval Enlisted Classifications (NEC) that will allow them to make crucial shipboard repairs that would otherwise need to be contracted out.

"Commander, Naval Regional Maintenance Center and Carrier Team One thought it would be a great program to implement on Nimitz to leverage the carrier engineering maintenance assist team's training capabilities during EPIA," said Bill Edwards, the afloat NAMTS coordinator.



**MR2 Timothy McQuillen, assigned to USS Nimitz (CVN 68), mills a 45 degree angle into a piece of bar stock.**

Senior Chief Machinist's Mate Joshua Jackson, command NAMTS job qualification requirement (JQR) coordina-

tor, said usually when a Sailor enters into the NAMTS program, he or she is a Sailor in an engineering rating on shore duty at an Intermediate Maintenance Facility. On Nimitz, however, Sailors outside of engineering ratings are allowed to take part in the program, because they are sent to teams that perform shipboard maintenance that will qualify them on NAMTS JQRs, similar to personnel qualification standards, but more stringent, mechanical and technical in nature that document a technician's proficiency.



**MR3 Naseer Thompson sharpens a piece of equipment on a bench grinder.**

The Sailors complete on-the-job training and the JQRs get signed off by qualified Sailors, who already hold the NEC or Carrier Engineering Maintenance Assist Team (CEMAT) members. The Sailor then receives the NEC after passing a pretest, posttest and oral board.

There are currently 57 Nimitz Sailors enrolled in the NAMTS program, 17 of which have completed their JQRs and four have fully qualified. The NECs that the Sailors will receive are going to allow the ship to make repairs underway that would typically require the ship to pull into port to perform. This will have a substantial impact on the ship's ability to stay mission ready while forward deployed and maintain a more robust maintenance availability.

Sailors currently working on these NECs are broken down into one of five teams: watertight door, pump repair, valve repair, inside machinist and outside electrical.

A huge benefit of NAMTS is keeping Sailors on board ship while receiving these NECs, because they are contributing to getting the ship ready to get out of the shipyard on time while receiving their training, instead of temporarily sending them off the ship to an advanced technical school

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## FIRST IN ITS CLASS: NIMITZ PAVES WAY FOR NAMTS FUTURE (cont.)

(Continued from page 10)

where they could be gone for several months at a time.

For instance, Sailors working towards the valve repair NEC perform maintenance on valves from around the ship that need to be repaired. They are able to help make necessary repairs that help advance Nimitz' maintenance schedule while still earning credit towards an NEC.

"On the valve team, we test the valves, and if they don't test right we take them apart, clean them up and test them again, making sure they relieve at the right pressure," said Fireman Austen Miller. We go to classes to learn about the different types of valves and do a lot of on the job training."

LCDR John Timothy, Nimitz' training officer, said Sailors participating in NAMTS as an afloat activity are able to complete their JQRs much faster than their counterparts on shore duty due to the high volume of work while Nimitz is in the shipyard. Sailors selected for the program are chosen to be on teams and earn NECs that will ultimately benefit their parent departments.

"The pump repair team, for example, is mostly Aviation Boatswain's Mates who work in fuels," said Jackson.

"Since they are overhauling all of their pumps, we had most of them sign up for that JQR. We are setting them up for success.

"As a young, junior Sailor, it has assisted me a lot when I am machining," said MR3 Cameron Stoneking, as a Sailor working through the Inside Machinist JQR. "We have actually been able to go hands on with stuff that I wouldn't have seen unless I was at school."

Working on JQRs also benefits Sailors by keeping them mentally engaged and focused throughout the shipyard period. Sailors have realized there are some other professional benefits as well. "It gives Sailors an opportunity to have a goal to shoot for that is tangible throughout the yard period," said

Timothy. "It's not traditional deployment mindset, so a lot of people are looking at what they can achieve, and earning an NEC for any one of these is huge."

"Being one of the only Sailors to have the NAMTS program completed would help me stand out," said Stoneking. "It's definitely helped me go more in depth with my rate and has even helped me on the advancement exam."

The NECs they receive credit for also translate into college credits, further benefitting Sailors.

"It's always good to be qualified wherever we are at, and this is something we can do while in the Navy that will help us to get ahead," said Miller, a member of the valve repair team. "This is something we will be able to take back to our teams and help everyone out with." According to Jackson, the most important piece of NAMTS is its ability to bridge the gap between the lost knowledge caused switching to computer based training, downsizing and shortening schools because of funding.

"This is going to help the Navy as a whole in the long run," said Jackson. "We will be able to have our Sailors fix our equipment instead of contracting everything out to other entities."

According to Timothy, other carriers will eventually follow suit and implement the NAMTS program, and Nimitz will continue the

program after the shipyard period.

Nimitz' NAMTS program supports the Chief of Naval Operation's Sea Power 21 vision by carrying out the sea warrior concept, ensuring the right Sailors are learning the right skills to help the ship at the right time. The program ensures Nimitz is prepared to deploy with Sailors who are highly skilled, motivated and optimally employed for mission success.



**MRFN Amber Nieves turns down a bearing on a lathe.**

## MID-ATLANTIC REGIONAL MAINTENANCE CENTER (MARMC)



MARMC's Rigger and Weight Test Shops are leading from the front when it comes to NAMTS qualifications. Mr. David Lucas, BM1 (SW) Christian Sherman, and BM2(SW) Taneisha Williams turned the Rigger/Weight Test NAMTS Program around.

With the help of other NAMTS qualified individuals such as BM1(SW) Charles and BM1(SW) Coward, Rigging and Weight Test shops created a training plan and qualification process for other Sailors to follow. They conduct two training sessions a week to include afternoon group study sessions for struggling Sailors. With the help of the study sessions, completion of the Navy Crane Safety and Rigging 101 Navy Knowledge Online course, enrollees turned their post-test scores around dramatically.

In September 2015, 7 of 7 Sailors who participated in post-test examinations failed but between October and November, eight of ten Sailors tested, passed their post-test.

Mr. Lucas, a retired Boatswain's Mate Master Chief, continues to train and engage with his Sailors daily so they can learn the trade. He shares his passion for the skill with his Sailors as one is quoted with saying, "I just want to know as much, if not more than Mr. Lucas." [BM2 (SW) Heath Gregory]. He participates in every oral board which consists of a question and answer session as well as proficiency practical.

During the practical, the Sailors are expected to execute rigging a pump out of a space exercising the requisite safety precautions and expert rigging techniques. BM2(SW) Williams manages the JQR as the Skilled Area Coordinator and is continuously involved with the Sailors under her charge constantly challenging them to do their best and improve their level of knowledge.

Continued support and involvement by Shop supervisors combined with the dedication and motivation of the Sailors will guarantee success of the program and the professional development of the Sailors.



BM2(SW) McCarthy, BM2(SW) Svenson, BM2 (SW/AW) King, BM2(SW) Allen, and Mr. David Lucas. Mr. Lucas was questioning the members about different rigging equipment during an oral board.

### "Quotes From The Fleet"

***"The time it takes to troubleshoot system casualties has been reduced due to the training received and experience gained by my NAMTS Sailors."***

***CDR Kevin Hoffman,  
Commanding Officer, USS  
JASON DUNHAM (DDG 109)***

## NORFOLK NAVAL SHIPYARD (NNSY) TRAINS SAILORS TO BE MORE PROFICIENT ON COMPUTER-CONTROLLED LATHES



For sailors working in building CEP-200 at Naval Station Norfolk, the sound of computer controlled lathes and industrial sized milling machines fill the shop with more than just metal shavings and scrap. It produces an environment as industrious as any shipyard in the United States; one where sailors use precise measurements and detailed plans to create vital repair parts for the Fleet.

It's a setting made for sailors like MR1 (SW/AW) Barr, who just recently completed the requirements necessary to earn the Inside Machinist NEC through the Navy Afloat Maintenance Training Strategy (NAMTS) program at Norfolk Naval Shipyard. Through this program, Sailors receive on-the-job training that focuses on occupational safety, craftsmanship, tool operation, and self-sustainability which represent characteristics that benefit both the sailor and the operational fleet.

"The NAMTS program prepares today's Navy Ma-



**MRFN Dimitrius Magsby adjusts the settings on a lathe before use.**

chinery Repairman for fleet readiness from the most junior Sailor to the most seasoned Sailor," stated MR1 Barr after being asked what her impression was of the NAMTS program. She went on to say that, "to be a good Machinist, you can't just 'know the book'. It takes time and practice. The NAMTS program allows Sailors the chance to gain knowledge and skills not always available to them

onboard ships." Through the NAMTS Inside Machinist JQR, Sailors build upon pre-existing knowledge in basic machining to advancing their skills and expertise to more precise machining processes.

The completion of MR1 Barr's NAMTS qualification culminated with the successful construction of a "widget" which, according to her shop supervisor MRC (SW) Marshall, "represents physical proof that the principles and lessons she learned in the qualification process were retained and demonstrates the effectiveness of her training." This "widget" is the combination of several machin-



**MRFN Magsby calibrates the lathe.**

ing processes in one that calls for precision measurements that adhere to strict project instructions and tolerances.

"NAMTS enables sailors to enhance their skills on the most basic of machines; lathes, milling machines, and drill presses. General practices on these machines range anywhere from turning down material and cutting threads, to turning tapers. It also enables them to gain both knowledge and skill on the more versatile machines; Vertical Turret lathe, Horizontal Boring Machine, and Surface Grinder to name a few. These machines are used for more intricate work that cannot easily be manufactured or repaired with a lathe or milling machine." – MR1 (SW/AW) Barr, Laterha

The future of the NAMTS program at Norfolk Naval Shipyard is bright. Earlier this year Commander, Navy Regional Maintenance Center (CNRMC) posted a Regional NAMTS Coordinator at the shipyard for direct NAMTS support, providing Sailors access to testing materials, study guides, computer terminals, and more to further facilitate the development of an individual's naval career and level of knowledge. In the last 12 months, a total of 44 Norfolk Naval Shipyard Sailors have earned a NAMTS NEC. Completing a NAMTS NEC comes with the added benefit of increased knowledge on advancement exams and positive bullet points on a command evaluation.

## Sailors in Guam Start Taking Advantage of the NAMTS Program



Commander Naval Regional Maintenance Center (CNRMC) and the NAMTS support team are working to provide the more than 400 NAMTS eligible sailors stationed onboard USS Frank Cable the opportunity to qualify and earn NAMTS NECs. In August 2015 Mr. Bill Edwards, West Coast Afloat NAMTS Coordinator, traveled to Guam to provide training and program support to the USS Frank Cable's NAMTS program leadership. With assistance from Mr. Edwards, EMC (SW/SCW) Conrad has indoctrinated and enrolled several Sailors in the NAMTS Program.

With the pending homeport change for USS Emory S Land (AS 39) from Diego Garcia to Guam, the proposed manning plan for AS 39 to match AS 40 current manning and repair capabilities and the construction / expansion of the Emergency Repair Facility (ERF) make Guam a future hotbed of NAMTS training that will have nearly 900 sailors eligible for NAMTS training stationed in Guam. Realizing the need for full time support to make this program successful, CNRMC is in the process of identifying a full time NAMTS support contractor who will support the programs onboard the two tenders.



**West Coast Afloat NAMTS Coordinator Bill Edwards (left) and EMC(SW/SCW) Mark Conrad (right).**

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## Modernization Program Utilizing NAMTS Aboard USS Cowpens (CG 63)

The CG/LSD Modernization Program is utilizing NAMTS and USS Cowpens (CG 63) as the first Cruiser to enter the CG/LSD MODERNIZATION PROGRAM. The ship

will remain in commission, but will be minimally crewed to match the modernization and phasing plan. The Cowpens was placed in a sustainment condition where only essential maintenance, preservation, and limited Hull, Mechanical, and Electrical (HM&E) modernization is accomplished while awaiting the scheduled Modernization Availability. In October 2015, the Southwest Regional Maintenance Center (SWRMC) began providing NAMTS training opportunities to the USS Cowpens engineering and maintenance crew by enrolling eighteen Sailors in SWRMC's NAMTS training program. Currently all of the Sailors enrolled are making great progress with three achieving 100 percent completion of their assigned JQR and are now scheduling their post-test, while one — DCC(SW) David Willis — has passed his post-test and is awaiting the oral board for the Watertight Closure Maintenance Technician JQR (NEC 4813). The crew of the USS Cowpens is effectively leveraging the NAMTS program during the time available to them while the ship awaits the start of their Modernization Availability.



### Commanding Officers Value NAMTS Sailors

A recent NAMTS Effectiveness Survey afforded afloat Commanding Officers the opportunity to provide their comments on the NAMTS NEC Sailors assigned to their commands. The responses provided a clear message on the value placed on NAMTS NEC assigned Sailors. The Commanding Officers commented on the superior knowledge and experience their NAMTS NEC holders possessed, and the reduced repair time the NAMTS NEC holders provided to the commands.

As one Commanding officer commented: "In my experience there is a stark difference in the level of knowledge differences between a Sailor who has attended a NAMTS course and one who has not. I strongly believe these courses are benefiting the fleet materially and will pay strong dividends in reduced life cycle costs as ships continue to age."

NAMTS Sailors are in demand throughout the fleet. NAMTS Sailors are quickly being identified as the "Cream of the Crop" in their Engineering Departments. The value of NAMTS NEC Holders cannot be understated.

For more information and to see the comments from the Commanding Officer, please go to the NAMTS Portal at:

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



# GRADUATES



## **Bangor, WA**

### **NEC 4540—Valve Repair**

ENC(SW/AW) Noel Escobar  
MMC(SW) Curtis Martin  
MMC(SW/AW) Manuel Retamoza  
EN1(SW/AW) Ron Ramos  
MM1(SW) Jimbo Evangelista  
MM1(SW) Michael Fender  
MM1(SW/AW) Ryan Hardimon  
MM1(SW) Derrick Hernandez  
MM1(SW/AW) Christopher Sanders  
MM1(SW) Austin Tussey  
MM2(SW) Rickie Carter  
MM2(SW) Kerry Joseph  
MM2(SW) Matthew Keeney 2nd NEC  
MM2 Anthony Weitzel

### **NEC 4541—Hydraulics Repair**

MMC(SW/EXW) Scott Weller  
MM1(SW/AW) Vilitati Avoi

### **NEC 4542—Outside Machinist**

MM2 Timothy Kelley

### **NEC 4651—Outside Electrical**

EMC(SW/AW) Adedoyin Adeniran  
EM1(SW) Raymond Albuna  
EM2 Joshua Baker  
EM2(SW) Kyle Bilharz  
EM2(SW) William Devinny  
EM2(SW) Kevin Faber  
EM2(SW) Norman Gonzales  
EM2(SW) Remmi Perez  
EM2(SW/AW) Jonathon Reich  
EM2(SW) Lorenzo Tramble  
EM2(SW) Keith West  
EM2(SW) Joseph Womack  
EM3 Robert Higginbotham  
EM3(SW) Matthew Suchyta

### **NEC 4813—Watertight Closure**

HT2(SW) Jeremy Witt

### **NEC 4911—Shipfitter**

HTC(SW/EXW) Christopher Surman  
HT1(SW) Hirth, Christopher  
HT2(SW/AW) Brandon Watts  
HT2(SW) Jeremy Witt

### **NEC 4952—Pipefitter**

HT1(SW) John Harlan

## **Everett, WA**

### **NEC 4227—Pump Repair**

MM1(SW) Michael Graybill

### **NEC 4340—Diesel Engine**

EN3 Matthew Thayer  
EN1(SW) Richard Smith

### **NEC 4540—Valve Repair**

MM1(SW) Jaime Lopez  
MM2(SW) Jason Richardson  
MM1(SW) Randy Rivera  
MM1(SW/AW) Derrick Henry  
MM1(SW) Matthew Smith  
MM1(SW) MI Tang

### **NEC 4541—Hydraulics Repair**

MM1(SW) Jacob Snethen

### **NEC 4813—Watertight Closure**

DC2 David Marnien  
DC1(SW) Richard Moran

### **NEC 4911—Shipfitter**

HTC(SW) Ernest Sumner  
HT1(SW) Rodney Hanson

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## **San Diego, CA**

### **NEC 0121—Rigger Weight Tester**

BM1(SW) Michael Canale  
BM2(SW) Andrew Babbitt

### **NEC 4228—Air Conditioning & Refrigeration**

MM1 Tyler Robinson

### **NEC 4340—Diesel Engine**

EN1(SW) Kendall Lindvold  
EN1(SW) Carlos Rodriguez  
EN2(SW) Kenneth Caldwell  
EN2(SW) Vanessa Felicies  
EN2(SW) Alan Gerhard  
EN2(SW) Roy McKenzie  
EN2(SW/AW) Whitney Smart  
EN2(SW) Rhyann Stribling  
EN2(SW) Nathaniel Woods

### **NEC 4540—Valve Repair**

MM1(SW) Fermond Lewis  
MM1 Tyler Robinson  
MM1(SW/AW) Anwar Wilson  
MM2(SW) Codie Ballard  
MM2(SW) Sancharley Demosthene  
MM2 Jeffrey Lim  
MM2(SW) Peter Smith

## San Diego, CA (cont.)

### **NEC 4542—Outside Machinist**

MM1(SW) Sean Waddell  
MM1(SW/AW) Nicholas Ivey

### **NEC 4651—Outside Electrical**

EMC(SW) Youssef Saab  
EM1(SW) Lester Bares  
EM1(SW/AW) Matthew Connelly  
EM2(SW) Andrew Keliinoi

### **NEC 4813—Watertight Closure**

HT2 George Caldwell

### **NEC 4911—Shipfitter**

HT1(SW/AW) Justin Rodriguez

## Southeast Regional Maintenance Center (SERMC)

### **NEC 0120—Rigger Weight Tester**

BM1(SW) Lawrence Lewis  
BM2(SW) Henry Wells  
BM2(SW) Adlai Rodas  
BM2(SW) Boyu Huang  
BM2(SW) Julian Haylock  
BM3(SW) Alexander Heineman  
BMSN Marcus Livingston

### **NEC 4140—Gas Turbine**

GSM1(SW) Moses Ichangi  
GSM2(SW) Fernando Rodriguezponce  
GSM2(SW) Rico Carter

### **NEC 4145—Gas Turbine Electrical**

GSE1(SW) Ralph Sotelo  
GSE1(SW) William Rozell  
GSE1(SW) Matthew Ziegler  
GSEFN Jerome Maldonado Martinez

### **NEC 4227—Pump Repair**

MMC(SW/AW) Michael Bedlington  
GSM1 Jeff Bernal  
GSM2 Luis Ubieraortiz  
MM2 SW) Jonathan Krautstrunk  
MM2(SW) James Harry  
MM2(SW) Charles Midkiff

### **NEC 4651—Outside Electrical**

EMC(SW) Francisco Cuellar  
EM2(SW) Jason Reese  
EM2 Brittney Martin  
EM2(SCW) Juan Aguilar  
EM2 Ellis Foster Jr.

## Southeast Regional Maintenance Center (SERMC) (cont.)

### **NEC 4652—Inside Electrical**

EM1(SW) Christopher Erni  
EM1(SW) Miguel Banda  
EM1(SW) Michael Dinielli  
EM2(SW) Adam Melton  
EM2(SCW) Juan Aguilar  
EM2(SW) Luis Moreno  
EM2(SW/AW) Diamonique Swanson  
EM2(SW) William Weinburger  
EM3 Keri Cox  
EM3 Alexander Daniel

### **NEC 4789—Interior Communications**

IC1(SW/AW) John Welch

### **NEC 4540—Valve Repair**

GSMC(SW) Kevn Limbrick  
GSM2(SW) Anthony Brentley  
GSM2(SW) Darwin Demeterio  
GSM2(SW) Pierre Ericsson  
GSM2(SW) Christopher Salazar  
GSM2(SW) Stuart Watkins  
GSM2(SW) Carla Williams  
GSM2(SW) Juanita Funderburk  
MM3 Roxan Lewis  
MMFN Brianna Fouche

### **NEC 4952—Pipefitter**

HTC(SW) Joseph Farris Jr.  
HT1(SW) Jason Biberstine  
HT1(SW) Nolan Buford  
HT1(SW) James Hampton  
HT2(SW) James Bigger II  
HT2(SW/AW) Ivelisse Cruzmorales  
HT2(SW) Samuel Duggins  
HT2(SW) Te Taing  
HT2(SW) Gary Greenwood Jr.  
HT3 Samantha Ables  
HT3 Natalieelizabeth Collins  
HT3 Alexander Fleischer  
HT3 Kaleb Toro  
HT3 Sean Vancour  
HT3 Kayla Wilson  
HTFN Alyssa Brown  
HTFN Mionna Green  
HTFN Derek White



# GRADUATES



## Southeast Regional Maintenance Center (SERMC) (cont.)

### **NEC 4229—Heat Exchanger**

MMC(SW) Juan Martinez Juarez  
MM1(SW/AW) Robert Andrews Jr.  
GSM1(SW) Jelani Hurtault  
MM2(SW) Frenz Dulay  
MM2(SW) Lindsey Murgallis  
MM3(SW) Paris Winningham  
MMFN Richard Madrigal

### **NEC 4542—Outside Machinist**

GSM1(SW) Matthew Dumont II  
MM1(SW/AW) Dustin Conner  
GSM2(SW/AW) Ivana Tribble

### **NEC 4813—Watertight Closure**

HTC(SW) Andy Kitzman  
DC2(SW) Carlos Ball  
DC2(SW) Anthony Brooks  
DC2(SW) Joel Prentiss  
DC2(SW/AW) Humberto Martinez  
DC2(SW) Mark Goodrich  
DC1(SW) Christopher Temple  
DC2(SW) Brendell Perry  
DC1(SW) Jeffery Morris  
DC2(SW) Joshua Merikelbach  
HT2(SW) Zachary Smith  
DC3(SW) Carrie Blum  
DC2(SW) Robert Woodley  
DC3(SW) Kristin Gilbert

## Mid-Atlantic Regional Maintenance Center (MARMC)

### **NEC 4651—Outside Electrical**

EM1(SW) Benjamin Alger  
EM2(SW) Babatu Hill  
EM2(SW) Justin Jarmusz  
EM2 Brittany Davis

### **NEC 4540—Valve Repair**

EN1(SW) Joshua Bishop  
MM1(SW) Manuel Rivera  
MM2(SW) Andrew Aultman  
MM2(SW) James Huffine  
MM2(SW) Michelle Ramirez  
EN3 Sherrelle Herrera  
EN3 Isaac Owusu  
MMFA Alexis Reyes

## Mid-Atlantic Regional Maintenance Center (MARMC) (cont.)

### **NEC 4140—Gas Turbine**

GSM2(SW) Olushola Ajewole  
GSM2 Anthony Head  
GSM2(SW) Jacob Hohenstein  
GSM2(SW) Hector Lopez  
GSM2(SW) Courtney Robinson

### **NEC 4952—Pipefitter**

HT2(SW) Mike Lee  
HT2 Ryan Kessel

### **NEC 4911—Shipfitter**

HT1(SW) Jerod Crittenden  
HT1(SW) Kristina Holsapple  
HT2 Christopher Hayes

### **NEC 4406—Inside Machinist**

MRC(SW) Carl Geiser

## USS Nimitz (CVN 68)

### **NEC 4406—Inside Machinist**

MR1(SW/AW) Charles Baylis

### **NEC 4540—Valve Repair**

GSM1(SW) Matthew Quave

### **NEC 4813—Watertight Closure**

MR3 Cassey Williams  
CS3(SW) Hanna Hopper

## Norfolk Naval Shipyard (NNSY)

### **NEC 4340—Diesel Engine**

ENC(SW) Michael McFarlin  
ENC(SW) William Benson III  
EN1(SW) Samuel Brown  
EN1(SW) Matthew Creek  
EN1(SW) Nathaniel Hathaway  
EN2(SW) James Harris II  
EN2(SW) Marcus Alford  
EN2(SW) Desirae Martinez  
EN3(SW) Donnie Harrison

### **NEC 4227—Pump Repair**

MMC(SW) Dean Alberstadt  
MM2(SW) JonnaMae Nix  
EN2(SW) Travis Niehaus



# GRADUATES



## **Norfolk Naval Shipyard (NNSY) (cont.)**

### **NEC 4406—Inside Machinist**

MRC(SW) Fernando Mojica  
MRC(SW) Aaron Marshall  
MR1(SW) Laterha Barr  
MR1(SW) Timothy Shepard

### **NEC 4911—Shipfitter**

HT1(SW) John South Jr.  
HT1(SW) Robert Thompson  
HT2(SW) Antuan Mills  
HT2(SW) Casie Whiteman

### **NEC 4541—Hydraulics**

EN2(SW) Travis Niehaus

### **NEC 4540—Valve Repair**

EN2(SW) Michael Bird  
MM2(SW) Daniel Cruz  
MM2(SW) Richard Franco  
MM2(SW) Timothy Lynch  
MM2(SW) Hacienda Millott  
MM2(SW) Seline Ooko  
MM3(SW) Amanda Flagler

### **NEC 4651—Outside Electrical**

EMC(SW) Norberto Argueza  
EM1(SW) Jeremy Minnifield

### **NEC 4789—Interior Communications**

IC1(SW) Leonard Reed III

### **NEC 4229—Heat Exchanger**

MM3(SW) Amanda Flagler

### **NEC 4140—Gas Turbine Repair**

GSM2(SW) Kelon LaTouche

# Points of Contact

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.

CNRMC—Code 900	
Daniel Spagone	757.443.2650 x3100
	daniel.spagone@navy.mil

CNRMC—Code 930 NAMTS Program Manager	
Gerald Schrage	757.443.2650 x4350
	gerald.schrage.ctr@navy.mil

Afloat NAMTS Coordinator—East Coast	
Art Sisk	757.443.2650 x3493
	arthur.sisk.ctr@navy.mil

Afloat NAMTS Coordinator—West Coast	
Bill Edwards	619.556.2910
	william.r.edwards.ctr@navy.mil

Regional NAMTS Coordinator—Mid-Atlantic Regional Maintenance Center (MARMC)	
Vivianne McLaurin	757.443.2650 x3222
	vivianne.mclaurin.ctr@navy.mil

Regional NAMTS Coordinator—Puget Sound Naval Shipyard & Intermediate Maintenance Facility (Bangor)	
Sandy Hinz	360.315.1800
	sandra.hinz.ctr@navy.mil

Regional NAMTS Coordinator—Norfolk Naval Shipyard (NNSY)	
Andrew Porter	757.396.7771
	andrew.r.porter1.ctr@navy.mil

Regional NAMTS Coordinator—Puget Sound Naval Shipyard & Intermediate Maintenance Facility (Everett)	
John Tjaarda	503.999.2718
	john.tjaarda.ctr@navy.mil

Regional NAMTS Coordinator—Southeast Regional Maintenance Center (SERMC)	
Osbert Teeka-Singh	904.270.5126 x3019
	osbert.teekasingh.ctr@navy.mil

Regional NAMTS Coordinator—Southwest Regional Maintenance Center (SWRMC)	
Larry Burns	619.556.4756
	lawrence.burns.ctr@navy.mil

NAMTS Production Equipment Specialist	
Brian Jolley	757.443.2650 x1023
	brian.jolley.ctr@navy.mil

Regional NAMTS Coordinator—Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility	
Ed Yamashiro	808.473.8000 x5446
	edwin.yamashiro.ctr@navy.mil

NAMTS Production Equipment Specialist	
Jeff McNicholl	619.405.1463
	jeffrey.mcnicholl.ctr@navy.mil