IN THIS ISSUE:
• CNO FRAGO and his Message to the Force
• NAVSEA Commander Focuses on CNO Priorities During RMC Visits
• The Future of Sailor Readiness • Sailors in the Spotlight
Welcome to the 50th Edition of NAMTS News

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

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

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

NAMTS News is brought to you by:

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On the cover:
PACIFIC OCEAN (July 24, 2010) The aircraft carrier USS Ronald Reagan (CVN 76) transits the Pacific Ocean with ships participating in the Rim of the Pacific (RIMPAC) 2010 combined task force. RIMPAC, the world’s largest multinational maritime exercise, is a biennial event which allows participating nations to work together to build trust and enhance partnerships needed to improve maritime security. (U.S. Navy photo by Mass Communication Specialist 3rd Class Dylan McCord/Released) 100724-N-5684M-859
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*Do you have content for an upcoming edition of NAMTS News? Submit your NAMTS stories, articles, photos and captions to kat.ciesielski.ctr@navy.mil*
WASHINGTON (NNS) -- Chief of Naval Operations (CNO) Adm. Mike Gilday released his initial guidance to the Fleet, Dec. 4, 2019.

The guidance was issued via a fragmentary order (FRAGO) and is intended to simplify, prioritize, and build on the foundation of “A Design for Maintaining Maritime Superiority 2.0,” issued by Adm. John Richardson in December of 2018.

“Mission One for every Sailor – uniformed and civilian, active and reserve – is the operational readiness of today’s Navy,” said Gilday. “A ready Navy – ready to fight today – with a commitment to training, maintenance, and modernization will ensure a Navy for ready for tomorrow.”

While Gilday said that the Navy’s strategic direction focused on Great Power Competition is sound, this guidance focuses the Navy’s efforts across three areas that are vital to achieving success now and in the future: warfighting, warfighters, and the future Navy.

Warfighting: A Navy that is ready to win across the full range of military operations. We must have a Fleet that is manned, trained, equipped, integrated, and ready to meet requirements of our senior leaders at any time. Alongside the Marine Corps, the Navy will deliver decisive Integrated American Naval Power.

Warfighter: A Navy that is world-class. We must recruit, educate, train, and retain America’s most talented men and women. Our people – uniformed and civilian Sailors – are our asymmetric advantage.

Future Navy: A Navy fully prepared to fight and win. Our Navy will be equipped with the right capabilities and numbers to meet the challenges of a complex and competitive maritime environment. We will look at what is required to operate forward, build the Fleet to match, and train together until we achieve integrated combat power across the force.

“I am confident that we will maximize the Navy we have today while delivering the Navy that our nation will rely upon tomorrow. We will do so with urgency. Our fleet will be a potent, formidable force that competes around the world every day, deterring those who would challenge us while reassuring our Allies and partners. Joining with the Marine Corps, we will deliver decisive Integrated American Naval Power when called. As we focus on the future, we will value and celebrate our heritage. Our Core Values of Honor, Courage, and Commitment and our attributes of Integrity, Accountability, Initiative, and Toughness will always guide us. They underpin who we are as members of the profession of arms, united by our common oath, dedicated to our special standards of ethics and character, and constantly honing our unique expertise in the art and science of naval warfare.”

— Adm. Mike Gilday
Chief of Naval Operations

To read Fragmentary Order 01/2019 in its entirety, visit https://www.navy.mil/cno/docs/CNO%20FRAGO%20012019.pdf
CNO Message to the Force: We must be protectors and exemplify our values.

Mission one for every Sailor — active and reserve, uniformed and civilian — is the operational readiness of today’s Navy. That means being ready both in our personal and professional lives — and part of that readiness is continuing to hold ourselves to high ideals of integrity and service.

Reflecting on my first three months as chief of naval operations, I want each and every Sailor to think about who we are as a Navy and the constitutional oath we commit ourselves to. That oath is what binds us together. It is the foundation of our profession. It is our north star. It defines us.

It is no overstatement to say that naval service requires deeper and broader knowledge than it ever has before. You must summon all your energy to ensure that we are ready to fight today; not tomorrow, not in some distant future but today. That starts with good order and discipline at every level of the chain of command.

To be clear, we must be men and women of integrity. We must be honorable. We must be standard-bearers. We must be above reproach. And we must not give anyone cause to question our fundamental values. That is what sets us apart as a fighting force.

Leaders, I am counting on you. I expect commanders at every level to epitomize integrity and exemplify our core values at all times. Senior enlisted leaders, I expect you to anchor up and show your Sailors what right looks like on the deck-plates, day-in and day-out. And I expect every Sailor to display the character and honor that has always defined our Navy. These ideals are central to who we are.

The responsibility for ethical and professional behavior must be taken seriously — and we must own it at every level. We must be protectors and exemplify our values.

I’m counting on each of you to set a strong personal example of responsible behavior, both on and off duty.

While there is much work to be done, the tenacity and ingenuity of our Sailors will take us where we need to go — and do so at a flank bell.

See you in the fleet.
NAVSEA Commander Focuses on CNO Priorities During RMC Visits

WASHINGTON, D.C. (NNS) - "Adm. Gilday wants to focus on three things," Vice Adm. Tom Moore, Commander, Naval Sea System Command (NAVSEA) told his waterfront team at the Southwest Regional Maintenance Center (SWRMC) on November 4, in San Diego. "Warfighting, warfighters, and building the future fleet. Under warfighting, the very first thing he listed is to improve the depot-maintenance performance during modernization of ships and submarines. You all are the critical path to get these ships back to the Fleet."

Moore and Mr. Jim Smerchansky, NAVSEA Executive Director, visited Southeast Regional Maintenance Center (SERMC), Mid-Atlantic Regional Maintenance Center (MARM), and Southwest Regional Maintenance Center (SWRMC) on Oct. 15, Oct. 24 and Nov. 4, respectively, meeting with the maintenance commands' leadership and employees. Of particular focus were meetings with management oversight leadership where they discussed the RMCs' role in sustaining the Navy's operational capabilities and the importance of consistently returning ships to the fleet on time.

"As we focus on our mission priority of delivering ships on time, it was important to us to come out to talk to the RMCs and strengthen alignment across the Enterprise," said Moore. "The work being done by these Sailors and civilians is critical to meeting the demands of the Fleet in a world of great power competition."

In addition to meeting with leadership, Moore and Smerchansky toured production spaces in all three RMCs where they had an opportunity to see the Sailors and civilians working on equipment from ships on the waterfront. Moore also spoke to NAMTS graduates about the importance of the program and how it can benefit the Fleet.

Moore and Smerchansky concluded their visits with All Hands calls during which they talked about working with a sense of urgency to support the warfighter and the Fleet. They challenged the RMCs to think differently, challenge the status quo, take on measured risk and assess our priorities.

"I know you all are working very hard - so working harder is not going to move the needle as much as it needs to move," said Moore. "We need to be working smarter, thinking in a different way about addressing the problems facing us."

"Set big goals," added Smerchansky. "Even if it seems impossible, striving to achieve a big goal will challenge us to do our business differently to reach the goal. This will create improvements that will aid our ability to deliver ships on time and support the Fleet."
By PSNS & IMF Public Affairs

E VERETT, Wash.—The admiral in charge of the Navy’s Regional Maintenance Centers (RMC) presented awards to Sailors and civilians during an all-hands presentation while visiting Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) Everett Detachment in Everett, Washington, July 22.

Rear Adm. Tom Anderson, Deputy Commander, Surface Warfare, Naval Sea Systems Command (SEA 21) / Commander, Navy Regional Maintenance Center (CNRM), visited as part of a tour of the Northwest RMC.

Making a priority of meeting Sailor and civilians during his first 90 days in command, Anderson met with senior leaders and toured facilities during his stay in the region. He took command May 31.

Anderson presented Navy and Marine Corps Achievement Medals to Navy Diver Chief David Lutz, Navy Diver Second Class Bryan Regan and Navy Diver Second Class Tyler Russell for their actions on May 30, when they recognized, rescued and administered life support for a civilian having a stroke while in the Naval Station Everett pool.

He also awarded the Navy and Marine Corps Achievement Medal to Hull Maintenance Technician Second Class Christopher Yant for his accomplishments while a member of the weld shop.

Also, seven sailors received their NAMTS certificates.

Three civilians received awards from Anderson for their efforts on workforce development and performance during multiple availabilities over the last quarter.

“The accomplishments of these folks are significant and important to recognize,” said Anderson during his all-hands address.

Anderson stressed the importance of maintenance in today’s Navy during an all-hands presentation.

“Our fleet looks to you to ensure that our ships are ready to return to the fleet and that you will know how to fix them once you go back to sea,” said Anderson. “Your actions have shown that you are more than up for the task.”

Rear Adm. Tom Anderson presents a NAMTS certificate to Machinist Mate Second Class Paul Lewis at PSNS & IMF Everett Detachment during an all-hands presentation in Everett, Washington. Anderson visited Northwest Regional Maintenance Center (NWRMC) on Jul 22, 2019. (Photo by Matt Bailey, PSNS & IMF.)

By CNRMC Public Affairs

N ORFOLK, VA (NNS) -- Rear Adm. Tom Anderson, Deputy Commander, Surface Warfare, Naval Sea Systems Command (SEA 21) / Commander, Navy Regional Maintenance Center (CNRM), visited Forward Deployed Regional Maintenance Center (FDRMC) headquarters in Naples, Italy, and its two detachments in Rota, Spain, and Manama, Bahrain, in early September.

His tour started in Naples, where he met with the FDRMC leadership team to discuss manpower planning. He also outlined his objective of establishing an Expeditionary Maintenance Project Team to more aggressively respond to future maintenance requirements.

"As the Navy’s leaders in surface fleet maintenance and modernization, no one works harder or is more committed to maintaining the surface fleet than the SEA21/CNRM team," Anderson said. "That is the message: that is who we are and who we aspire to be. The Navy has a noble mission, and each of you is directly a part of that!" he added in his all-hands calls with staff in Naples.

In Rota, he met with the leadership from the Spanish shipbuilding company Navantia, which partners with the U.S. Navy to provide maintenance and repair support to the Navy’s four forward-deployed Arleigh Burke-class guided-missile destroyers: USS Porter (DDG 78), USS Donald Cook (DDG 75), USS Ross (DDG 71), and USS Carney (DDG 64). Anderson toured USS Ross (DDG 71), a Ballistic Missile Defense-capable ship that is executing a Selected Restricted Availability and is on track to return to the fleet later this year.

In Bahrain, Anderson continued discussions on manning requirements and focused on the detachment’s plan to execute forward deployed sustainment support of Littoral Combat Ships through the Consolidated Ship Maintenance Support Facility that opened earlier this year to provide enhanced combat capability to the 5th Fleet.

"FDRMC will need to be positioned for maintenance and repair oversight of LCS ships in theater for these ships upon arrival," said Anderson. “It is critical that our strategy here be aligned with the needs of this AOR and the Fleet.”

Meetings with Rear Adm. Renshaw, deputy commander, U.S. Naval Forces Central Command, and Chief Executive Officers and leadership of Arab Shipbuilding and Repair Yard Bahrain, and Bahrain Ship Repair and Engineering Company, provided for dialogues on the maintenance capabilities and capacity of the region.

With the visit to FDRMC Naples and its detachments in Rota and Bahrain, Anderson completed visits to all of the RMCs under his purview, reinforcing to the civilian and military teams his commitment to the fleet through excellence in execution of surface ship maintenance.

Rear Adm. Tom Anderson visits with Forward Deployed Regional Maintenance Center personnel at Naval Station Rota, Spain, on Sep. 6, 2019. (Photo by Mass Communication Specialist 2nd Class Eduardo Otero.)

NAMTS News
Capt. Dan Lannamann turned over command to Capt. Tim Barney.

The command is responsible for providing surface ship maintenance, management and oversight of private sector maintenance and fleet technical assistance to ships in the Mid-Atlantic region of the United States and provides support to the 5th and 6th Fleet Area of Responsibilities. They are also responsible for the floating dry-dock Dynamic (AFDL-6).

“Capt. Lannamann, I want to extend my gratitude to you firsthand for your significant contributions to the Navy through your leadership. His is a very full plate for any commanding officer – his roles and responsibilities are unique and the mission extraordinary – and the stakes are very high for the fleet,” said Commander, Navy Regional Maintenance Center (CNRMC) Rear Adm. Tom Anderson, keynote speaker at the event.

“Capt. Lannamann’s visionary leadership in implementing the Naval Sea Systems Command (NAVSEA) Campaign Plan was crucial to MARMC’s selection to drive the changes necessary to execute the awarding of the Navy’s new Firmed Fixed Price contracting strategy and the first multi-ship maintenance contracts,” said Anderson.

Under CNRMC direction in 2019, MARMC continued to take on ship maintenance availabilities in record numbers, while also strengthening core mission areas including Fleet Technical Assistance, Depot-level Contractor Administration and Quality Assurance, and Intermediate-level support to the fleet.

During Lannamann’s three years as CO, MARMC supported maintenance availabilities consisting of 44 Chief of Naval Operations availabilities, 159 Continuous Maintenance Availability and 203 ship deployments and numerous fleet operations.

MARMC also successfully completed a NAVSEA Inspector General inspection, a Procurement Performance Management Assessment Program Audit and a Fleet Maintenance Activity Assessment. Most significantly, under Lannamann’s leadership, MARMC won the 2017 and 2018 RMC Excellence Awards.

During his speech, Lannamann praised the work and dedication of the men and women at MARMC who served during his tenure.

“Let me talk about what make’s MARMC such a great command,” said Lannamann. “Our mission is vital to the protection of our great nation. We are professional maintainers and modernizers of U.S. Navy ships, submarines and aircraft carriers and our success is critical to our Navy and our nation’s defense. We are everywhere, from stem to stern and from the top of the mast to the keel and everything in between. However, what really matters is the people. That is because we have tremendous people; people who help me focus on the solution instead of on the problem. I thank you for being so darn good.”

“I look forward to leading MARMC and working with our numerous ship maintenance partners, providing superior material condition to the ships, submarines, and aircraft carriers and their operational commanders,” said Barney.

Barney joined the Navy in 1988, as a nuclear machinist’s mate until being awarded a Navy Reserve Officer Training Corps (NROTC) scholarship to the University of Michigan. While attending college, he worked as a safety technician in civilian government service until being commissioned in 1993, after earning his Bachelor of Science degree in Physics.

He served aboard USS Elrod (FFG 55), USS George Washington (CVN 73) and USS Enterprise (CVN 65). His shore duties include Aircraft Carrier Nuclear Assistant Project Superintendent, Submarine Deputy Project Superintendent, Carrier Type Desk Officer and Submarine Type Desk Officer at Norfolk Naval Shipyard (NNSY). He also served as the deputy ship design manager for in-service aircraft carriers during a tour at Naval Sea Systems Command (NAVSEA 05V). He was later selected to support the withdrawal of combat forces from Iraq and served as the senior mission director and site lead in Umm Qasr, Iraq.

He then served as the Business and Strategic Planning Officer and Production Resources Officer at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF). Most recently, he served as Waterfront Operations Officer at MARMC.

“Having had the opportunity to serve as MARMC’s Waterfront Operations Officer, I see the tremendous work that this team accomplishes every day. I am proud to be at the helm of such an outstanding and dedicated team – your knowledge, skillsets and professionalism will continue to make this command the leader in the ship repair industry,” said Barney.
Logistics SME, Sharon Jones, conducts 3-M training aboard USS Chung Hoon (DDG 93), while AI Kinchen conducts blueprint training with LTJG Robinson (DCA). (Photo by Ric Adams.)

Aboard USS Frank Cable (AS 40), MR3 Gracian learns how to use a Dial Vernier Protractor as geometric configuration training is provided. (Photo by Rick Smith.)

Machinery Repairmen aboard USS Frank Cable (AS 40) receive training from NATA Inside Machine SME Darrell Monroe, on how to perform a lathe headstock gear inspection. (Photo by Rick Smith.)
“The team members who spent their time in the machine shop completely blew me away with the amount of knowledge between them. I have learned more new ways of machining since your team’s arrival and I know the knowledge that was passed down will be greatly beneficial for not only this machine shop, but for all of us who got to spend time with your team.”

“I enjoyed every minute of training that was given by Mr. Rick Smith and Mr. Durrell Monroe. I can tell both of them genuinely care about what they do and the knowledge that they share.”

“It is an amazing experience to be able to go one machine after the other and talk about its uses and drawbacks as well as the practical applications of each machine. From my personal experience, I wish every instructor was like Mr. Smith and Mr. Monroe.”

“Mr. Rick Smith in particular, for paying us a visit every so often when they are in the area assessing the machine shops on other ships. They have immensely helped us to identify issues with our equipment as well as shown us how to make the repairs ourselves or to receive assistance from an outside entity to make the repairs needed. If the MRs in the fleet were to have the privilege of receiving some brief training from the team members from Afloat NAMTS, there is no doubt in my mind that the fleet would be able to better maintain and repair equipment as a whole. We’d also be able to identify issues across the fleet when it comes to the machine shops being properly outfitted with the correct tooling.”

~MR1 Kurt Bartels
Machine Shop LPO
2019 Junior Sailor of the Year
USS Bonhomme Richard (LHD 6), previously stationed at Southeast Regional Maintenance Center (SERMC)
SERMC Trains Waterfront Sailors, Expands NAMTS Opportunities

By Scott Curtis, SERMC Public Affairs

This quarter, Naval Sea Systems Command (NAVSEA) In-Service Engineering Agents (ISEAs) provided Southeast Regional Maintenance Center (SERMC) technicians with essential, up-to-date training on specific equipment. ISEAs oversee technical support services for all Hull, Mechanical and Electrical (HM&E) systems on most U.S. Navy ships.

In turn, SERMC Sailors passed the new knowledge and skills on to their shipmates stationed onboard Cruisers and Destroyers here. The different training sessions focused on properly completing Planned Maintenance System (PMS) checks and emphasized building tough Sailors for the Fleet through programs like the Navy Afloat Maintenance Training Strategy (NAMTS).

Capt. John Lobuono, Commanding Officer of SERMC said, “Improving the warfighting capability of ships is paramount to our mission at SERMC. The training built on Sailors’ existing skills through hands-on production work and helped them gain the skills and knowledge necessary to execute maintenance and repairs in the toughest of circumstances.”

Following SERMC’s successful Fleet Maintenance Activity Assessment in August, a brand new Phalanx Gun and Ammunition Handling System Repair Technician NAMTS Job Qualification Requirement was added to SERMC’s catalog, providing a new opportunity for Fire Controlman at SERMC and in turn the Mayport Basin.

"It was the right training at the right time for many of the Sailors from the waterfront who were getting ready for deployment. They demonstrated the skills necessary for the Close-In Weapons System (CIWS) gun and ammunition handling system assembly, disassembly, cleaning and inspection, and repair and test/check procedures. With each system we went through a complete parts breakdown, teaching the functions of the smallest components, and also provided advice for performing maintenance and repairs at sea,” said Fire Controlman First Class Jarea Cooper.

One Sailor from the partnership has already earned a NAMTS Navy Enlisted Classification (NEC). “I came from Port Operations for rigger/weight tester training and I was inspired to get the NEC during the training. Now when I return to sea I can certify the rigging of pumps and motors. The training was great since it is hands-on,” said Boatswain’s Mate Second Class Dillion Hall.

Sailors here have 12 months to complete a NAMTS, but motivated individuals can finish in a few months after performing the different tasks and skills under the supervision of a qualified mentor.

“BM2 Hall was motivated and ready to learn. He was shadowed by senior military or civilian who knows the ins and outs of what is required,” said Osbert “Teek” Teeka-Singh, Regional NAMTS Coordinator at SERMC. “When he returns to the Fleet, the ship will get the most highly qualified rigger and weight tester, which means the Fleet and SERMC can operate at a higher level of excellence.”

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Ms. Stephanie A. Douglas
Now Serving as NAVSEA’s
Director for Industrial Operations

Ms. Douglas currently serves as the Director for Industrial Operations at Naval Sea Systems Command (NAVSEA).

Ms. Douglas served as the Executive Director for Navy Regional Maintenance Center (NRMC) from 2016 to 2019, during which time she oversaw 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 was selected for appointment to the Senior Executive Service in April 2016. She has six years of experience as a civil servant; while serving as Deputy Director for Fleet Maintenance (N43B) 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, and Trident Refit Facility (TRF), Kings Bay and Readiness Support Group, New London to deliver mission ready ships to combatant commanders and achieve expected service life.

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.

As the Executive Director for CNRMC, Ms. Douglas spearheaded the drive for improving maintenance and repair skills of today’s Sailors. Ms. Douglas accomplished this through her tireless efforts promoting Sailor proficiency and the NAMTS program. As she noted, “We are NAMTS!” NAMTS provides Apprentice to Journeyman VoTech training through execution of production work that improves ship material readiness. This is done at the Regional Maintenance Centers (RMC), Intermediate Maintenance Facilities (IMF), Naval Shipyards (NSY), Submarine Repair Facilities, and aboard big deck ships. Additionally, the NAMTS contractors, along with qualified NAMTS Sailors, provide over-the-shoulder mentorship to shipboard NAMTS Journeyman Sailors to help bridge the gap between journeyman training and Sailor self-sufficiency.

During Ms. Douglas’ time at CNRMC, more than 2,500 Sailors completed NAMTS training and were awarded a NAMTS Navy Enlisted Classification (NEC) code. The majority of these Sailors are now assigned to afloat platforms where they are improving their unit’s Strike Force Intermediate Maintenance Activity (SFIMA) capabilities and training the next generation of Sailors.

Hawaii RMC Happenings

Located in Waipahu, HI, there are several decommissioned surface vessels ranging from LPDs to FFGs, Pearl Harbor Naval Shipyard’s Hawaii Regional Maintenance Center (HRMC) Sailors from the Dive Locker and Air Conditioning & Refrigeration (AC&R) Shop teamed up to take the opportunity to take Sailors aboard the decommissioned LPD 9 (Ex-USS Denver) to remove a 2,000 lb. shell and tube heat exchanger from MMR #1. The system had been depressurized and drained since decommissioning. HRMC prepared it to be removed and rigged off the decommissioned vessel. This heat exchanger boosted the capability of HRMC’s Maintenance Assist Team (MAT) shop and will vastly increase training using this mock up.

BMCS Vinarao and BM2 Taylor from the Pearl Harbor Naval Ship Yard and Intermediate Maintenance Facility (PHNSY&IMF) Dive Locker were pivotal in the safe and secure removal of the 2,000 lb heat exchanger. BM2 Taylor put his rigging training to use in pursuit of the NAMTS Rigger/Weight Tester training; BMCS Vinarao served as the rigging safety observer and HRMC’s Rigging SME. He oversaw the entire evolution. Also, HTD Duque, HTD Qualls, MM2 Dorn, MM2 Murphy, MM2 Allen, and MM3 Jaynes aided in the preliminary disassembly of the fasteners and interferences prior to rigging.

Procuring this shell and tube heat exchanger allows HRMC to meet key training requirements for the NAMTS JQR and hands on training for all NAMTS enrollees to pursue the Heat Exchanger Repair (U18A) NEC. This mockup will provide a platform for hands-on training and the capabilities of the MAT Team will increase tremendously.
Everett’s Gas Turbine Shop Provides on-the-job Training

By Gonzo Rivera, Regional NAMTS Coordinator

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SNS&IMF Det. Everett’s, Gas Turbine shop operates at a fast but highly efficient pace. The shop is comprised of uniformed personnel and is led by a Marine Gas Turbine Inspector (MGTI) GSMS (SW) Farduchi. The past several months have been busy and full of milestones as it completed the first ever 501-K34 Allison engine change-out on No. 1 SSTG aboard the USS Gridley (DDG 101) before its scheduled deployment. Leading this effort were GSM1 (SW) Dressel and GSM1(SW) Ramirezgonzalez, both of whom are Gas Turbine Repair Navy Afloat Maintenance Training Strategy (NAMTS) qualified. Their extraordinary leadership and meticulous planning were key to a very successful effort resulting in zero mishaps. The shop worked tirelessly alongside with the Rigging shop and the ship’s engineering crew to verify and validate critical support equipment necessary to accomplish the complex job.

The project began by removing numerous external engine components and preparing the engine for transition off the ship. A crane was used to pull the engine through and out of the intake trunk; it was then positioned on the pier next to the replacement engine. All necessary parts were then transferred from the old engine to the new one. This task took two and a half days to accomplish. “The removal of gas turbine engine onboard provided great training during the disassemble process. It gets the guys working on the exact engine when they get back in the fleet” said GSM1 Ramirezgonzalez. He explained how they will then know the process, the tools, and the procedure to get the job done with confidence. The successful completion of the operational test and follow-on sea trials is a testament to the teamwork, dedication, and effort of the ship’s crew. Additionally, it was an ideal training opportunity for the NAMTS candidates in need of performing production work for qualification and for all Sailors to sharpen their skills. The Gas Turbine Shop has displayed an exceptional degree of professionalism, dedication, and attention to detail during long working hours and are commended for their efforts.

UPCOMING EVENTS
Visit NAMTS at:

- American Society of Naval Engineers’ (ASNE) MegaRust
  May 19-21, 2020
  San Diego Marriot Mission Valley
  San Diego, CA

- Surface Navy Association’s SNA West
  August (TBD) 2020
  Waterfront, Pier 2
  Naval Base San Diego

- ASNE’s Fleet Maintenance & Modernization Symposium
  September 14-17, 2020
  Virginia Beach Convention Center
  Virginia Beach, VA

NAMTS by the Numbers: 2019 Statistics

NECs Available: 20

Training Sites: 29

Current Enrollees: 1,896

Transfers to sea: 466

Graduates: 989 NECs Awarded

NAMTS News

January 2020
NORFOLK, VA (NSN) (NNS) -- Sailors from the Hawaii Regional Maintenance Center (HRMC) were among those recently recognized by the Commander, Naval Surface Group Middle Pacific (MIDPAC)’s for their support of the 2019 Surface Ship Self-Sufficiency Symposium in Pearl Harbor.

This event focused on exposing shipboard Sailors to various maintenance support programs such as the NAMTS and the Maintenance Assist Team (MAT), which were developed with the goal of enhancing ship self-sufficiency and material readiness.

“The Pearl Harbor waterfront greatly benefitted from your expertise, availability, and instruction. Your efforts and time ensured that our ships have the knowledge, tools, and talent to increase readiness and maintain the ability to fight tonight,” said Capt. Joseph Naman, MIDPAC’s chief of staff, in a naval message of appreciation dated Aug. 29, 2019. “I appreciate your support and efforts to make this event successful and maintain warfighting readiness.”

Among those acknowledged were Lance Coverdill from HRMC MAT program; Edwin Yamashiro and Master Chief Machinist’s Mate Ben Ludwig from the HRMC’s NAMTS program; and Grabiela Quinones, also from NAMTS.

Through NAMTS, MAT, and other training and readiness programs such as the Corrosion Control Assist Team (CCAT) and Corrosion Control Program Manager (CCPM) training provided by the Type Commander, the Navy continues its commitment to improving Sailors’ preventive and corrective maintenance skills and their ability to support sustained operations.

“The purpose of the MAT program is to bring RMC Sailors and civilian subject matter experts together in a ‘shop-to-ship’ training and repair effort to focus on targeted, high-failure equipment,” said CNRMC Director of Intermediate-Level (I-Level) Maintenance, Daniel Spagone.

“The goal is to teach RMC and shipboard Sailors to properly conduct Planned Maintenance System (PMS) requirements and execute the corrective maintenance directed by the PMS program, all in an effort to help Sailors better understand their roles as owners and operators while underway.”

NAMTS is another RMC-based program designed to provide Sailors with professional development opportunities. Sailors enter as apprentices and graduate as journeyman in one (or more) of the 20 trade disciplines available for them across the RMCs, including Hull, Mechanical, Electrical (HM&E) and Combat Systems programs. According to Spagone, the program builds on Sailors’ existing skills and provides them the opportunity to develop new skills through hands-on production work that will enable them to become technical experts needed to serve in the Navy of the future.

Through the NAMTS program, assessment teams of RMC Sailors and civilians conduct onboard evaluations of ships to determine which equipment needs to be repaired, installed, or removed; identify shortfalls in materials and Sailor training; and provide a report to the commanding officers of the ships. In addition, the team assists in installing and repairing equipment, while training Sailors to operate equipment properly.

“This is all done with the goal of building and maintaining an organic repair capability to support Sailor self-sufficiency at sea,” said Spagone.
NAMTS was established in 1998 by the Chief of Naval Operations to improve battlegroup organic maintenance capability and material self-sufficiency. The program’s first graduating class consisted of four Sailors stationed at what was then called Shore Intermediate Maintenance Activity (SIMA), Naval Base San Diego. (SIMA, San Diego is now known as Southwest Regional Maintenance Center (SWRMC).)

The inaugural class comprised of four Sailors, enrollees in the NAMTS Pump Repair Technician Job Qualification Requirement (JQR). They were GSM2 Richard Omengan, MM1 Mark Gwiner, MM1 Luke Harsch, and MM2 Robert Zimmermann.

“On any given day, we might have been working on pump and turbine overhauls, pump removals, inspections, and installations, alignments and operational tests in the shop or onboard ships,” said Luke Harsch, now a National Directory of Operational Engineering for a national hospitality laundry company.

When talking about how earning Navy Enlisted Classifications (NEC) made him a better Sailor, Zimmermann said, “Earning NECs made me a better Sailor because it enabled me to self-assess and repair pumps while the ship was at sea. I became self-reliant and I was able to train other Sailors; this helped us all with qualifications and advancements.”

“After earning my Pump Repair Technician NEC, I continued to build upon what I learned because my Chief Engineer would often ask my advice on repairing and aligning pumps and if there were no other personnel (around or who required the production hours), I’d be the one working the pumps,” said Gwiner.

“I think earning that NEC made me a better Sailor because I was able to apply and share the knowledge learned when I went back to sea duty. It really felt good when you fixed your own equipment without getting assistance from an outside source,” added Omengan.

Harsch’s next duty station was aboard USS Constellation (CV 64). “The Chief Engineer reviewed my record upon reporting, saw my NEC, and immediately assigned me to assist and supervise the repair of a critical cooling water pump,” he recollected. “Building pumps was really enjoyable and it was always very satisfying to get a piece of junk and turn it into an operational masterpiece. I took a lot of pride in being the best team at the Pump Shop with the best operating and best looking pumps returning to the fleet,” he said of his SIMA days.

Twenty-one years later, three of the four men still support our fleet today. You’ll even find two of them at the very same command. “The Valve Shop was my last duty station so leadership knew my ability and here I am,” smiled Gwiner.

Since the program’s inception, 6,813 Sailors have earned 7,748 NAMTS NECs.

<table>
<thead>
<tr>
<th>Name</th>
<th>Then</th>
<th>Now</th>
<th>Advice for Sailors today</th>
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<tbody>
<tr>
<td>Mark Gwiner</td>
<td>MM1 to MMC (Ret.)</td>
<td>Contractor Valve Overhaul Subject Matter Expert at SWRMC</td>
<td>“Find a rate you like and learn as much as you can from the Navy training.”</td>
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<tr>
<td>Luke Harsch</td>
<td>MM1 to MMC (Ret.)</td>
<td>Director of Operational Engineering for a national hospitality laundry company</td>
<td>“Make the best of your time on your contract. If you aren’t happy with your situation, realize that you volunteered; if you don’t believe you are where you should be or that you feel you would be happier doing something else, then do it! Figure out what you want to achieve and find the plan to get you there. It’s OK to try and fail, but you have to try.”</td>
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<tr>
<td>Richard Omengan</td>
<td>GSM2 to MMC (Ret.)</td>
<td>Civilian Ship Building Specialist at SWRMC</td>
<td>“Always put 100% towards your goal; learn as much as you can while in the service and document everything that you’ve accomplished for your future reference. Network and find the right mentor while in the service.”</td>
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<tr>
<td>Robert Zimmermann</td>
<td>MM2 to MMC and currently a Reservist</td>
<td>Contractor Program Manager Representative responsible for LSD ship modernization projects</td>
<td>“Stay on top of your qualifications and keep studying to improve yourself both personally and professionally.”</td>
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The main goal of the NAMTS program is the development of Sailors into more competent and confident maintenance technicians. To facilitate this, subject matter experts, who often have decades of experience, are used to train Sailors in not only the basic knowledge of their rate, but also the intricate details of a specific skill area. Through this rigorous training, typically in conjunction with real production, Sailors learn the skills they need to be effective maintainers to keep their ship combat ready and lethal.

At Mid-Atlantic Regional Maintenance Center (MARMC), subject matter experts in the Air Conditioning and Refrigeration/Heat Exchanger Repair Shop provide Sailors with the very best in NAMTS training while maintaining the highest standards of quality and effectiveness. This is accomplished by designating specific subject matter experts as NAMTS Qualifiers, authorizing them the ability to transfer their accumulated expertise to younger generations of Sailors.

Although subject matter experts make up the front lines of NAMTS training, at the heart of the NAMTS program are the Skill Area Coordinators (SAC). SACs are essentially the managers of their assigned skill area and communicate with the Command NAMTS JQR Coordinator and Regional NAMTS Coordinator on anything related to the successful training of NAMTS Sailors. These dedicated individuals are responsible, more than anyone else, for the management of Sailor qualification progress, job qualification requirement feedback, oral board scheduling, spotchecks, and many other tasks that keep the NAMTS program running smoothly.

One such SAC who has made an impact to the NAMTS program at MARMC is MM1 Luke Adams from the Valve Shop. Recently, MM1 Adams made the determination that the training conducted in the Valve Shop needed to be revamped and requested permission from the command to place training on hold for a two-week period. This hiatus gave MM1 Adams and his Leading Chief Petty Officer, MMC Eric Paulk, the time necessary to develop new training aids, create more challenging oral board scenarios, and update relevant training material based on work packages they receive from the waterfront.

A Sailor’s Continued Success

The 48th edition of the NAMTS newsletter featured MM1 Stephanie Faenza as the MARMC Sailor in the Spotlight for her dedication to the Outside Machine Shop as the NAMTS Skill Area Coordinator. Her professionalism and knowledge in Navy traditions and standards led her to be selected as the MARMC Sailor of the Year on October 2, 2019. Congratulations, MM1 Faenza!

Also recognized were several MARMC Sailors who were meritoriously advanced under the Meritorious Advancement Program (MAP) by MARMC’s Commanding Officer, CAPT Tim Barney. All the Sailors who received this honor were either NAMTS NEC holders or program enrollees.
“My NAMTS NEC holding technicians are a critical resource, especially considering our homeport. The Depot and IMA level resources in Pearl Harbor are often limited due to the number of ships which require their support. It’s great that we have Sailors available to HALSEY who have the requisite skills to affect critical repairs.”

- CDR Michael Stoker, USS Halsey (DDG 97)
In the summer of 2018, Norfolk Naval Shipyard (NNSY) began an initiative to implement the NAMTS Inside Electrical JQR at the shipyard’s Motor Rewind Shop (Shop 950). After months of research and collaboration with NNSY Shop 950 civilians, Fleet Maintenance Shops (FMS) military personnel, and Mid-Atlantic Regional Maintenance Center (MARM), the first round of MARMC Electrician’s Mates enrolled in NAMTS and began their journey to get qualified as NAMTS Inside Electrical Repair Technicians.

Since its implementation at NNSY, MARMC has continuously sent Sailors on 6 month TAD orders to complete the training. Their presence in the Motor Rewind Shop serves two purposes. It provides NAMTS training and assists shop civilians with an influx of work in motor rewind and regeneration. Sailors from USS San Francisco (SSN 711) and MARMC have worked together to support production at NNSY.

To date, 21 Sailors from MARMC and USS San Francisco have completed the NAMTS Inside Electrical Repair Technician training at NNSY’s Motor Rewind Shop. With five (5) more Sailors on the verge of completing the training and an additional five (5) starting their TAD period, NNSY and MARMC continue their partnership in training Sailors for real world maintenance solutions.

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

- Unit Self Sufficiency
- Sailor Professional Development
- Post-Navy Workplace Development

By adhering to these goals and taking advantage of hands on training available at NNSY, the NAMTS program continues to enhance Navy maintenance initiatives and increase Sailor readiness across the fleet.

We all know how crucial a role corrosion control plays in our fleet’s health. In a concentrated effort to improve Northwest Regional Maintenance Center’s Corrosion Control shop’s capability, Production Management Assistant (PMA), Mr. Todd Randolph, installed a heat controlled pressure washing station.

In following through with the proper procedure for Corrosion Control, prior to blasting an article for powder coating, the parts must be pressure washed with 110-130 degree Fahrenheit high pressure water to remove contaminates from the article such as chlorides or lubricants. This eliminates the possibility of contaminating the media in the blasting process and it also improves the life cycle of the media. This also ensures that the part has a clean, uncontaminated surface in preparation for painting.

The system has a “Lazy Susan” style rotatable table to ensure heavy parts can be moved easily by one person. In this case, items can be rotated 360 degrees. The system also recycles the water filtering out contaminants and debris into a holding tank.

Equipped with the proper tools, Northwest RMC is better able to fight the battle against corrosion.
Guam Relaunches NAMTS with “Team Tender” Joint Instruction

By Jojo Uy, Regional NAMTS Coordinator

Guam is a unique and complex duty station in the Pacific. Approximately 30 miles long and 9 miles wide, it is a homeport for forward-deployed submarines and the last two submarine tenders.

It is common within today’s Navy to work together and share resources to achieve a common goal. However, it is uncommon to share a local instruction. This exactly what USS Emory S. Land (AS 39) and USS Frank Cable (AS 40) have accomplished through a Joint NAMTS Instruction. Because of their dedication to mission and training, they decided to share the responsibility in managing the program and giving Sailors more flexibility when shifting personnel from one tender to the other. Since USS Emory S. Land changed homeports to Guam in 2016, both tenders have been sharing manpower and resources in supporting submarine repair in theater. Both commanding officers, Capt. Luckett and Capt. Bierley, signed the instruction in late August 2019, making it the re-birth of NAMTS aboard both tenders; this new instruction shares responsibilities and resources of training Sailors in their respective NAMTS JQRs. Both tenders have been operating within a concept they refer to as “TEAM TENDER”. While both tenders are in port, usually only one acts as a Lead Maintenance Activity (LMA) for the submarines and most repair personnel between tenders are shifted to the acting LMA.

NAMTS qualifiers and candidates are now able to continue their duties and responsibilities while shifting from one tender to the other. Each command will assume the training once it becomes the LMA and has the bulk of the production. HTCS (SW/AW) James Engling, USS Frank Cable's Command NAMTS Coordinator, and ICC (SW/AW) Reginald Morris, USS Emory S Land's Command NAMTS Coordinator, were instrumental in influencing their respective chain of commands that this was the right choice to help their Sailors be successful. Currently, both tenders are offering 8 of the 21 NAMTS NECs, including: Inside Electrical Repair Technician, Outside Electrical Repair Technician, Inside Machinist, Valve Repair Technician, Rigger/Weight Tester, Welder/Brazer, Shipfitter, and Pipefitter.

I encourage all Sailors in the repair ratings (MM, EN, EM, ET, IC, HT, MR) to take advantage of the invaluable in-rate training that is available through the NAMTS program. The program offers targeted on-the-job training in a variety of disciplines that supplement the formal training that many have already received. Sailors will be able to earn NAMTS NECs which will make them more marketable in the Fleet with skills that will elevate them to a journeymen-level status and thus be recognized as leaders who have the requisite skills and experience to sustain the Navy’s organic maintenance capability.

The organic maintenance capability cultivated by the NAMTS program is key to the future of our Navy. In a wartime environment, which we must always be prepared for, there won’t be an opportunity to pull into port to conduct maintenance assessments. Sailors will have to be self-sufficient in assessing and repairing battle damage. The NAMTS program bolsters the self-sufficiency of the shipboard maintainers and thus will be key to taking the ship into the next fight.

As maintenance leaders with the knowledge and experience gained, NAMTS Sailors will be the conduit for training future maintainers, passing on their knowledge to the next generation of Sailors. Additionally, the NAMTS program will prepare Sailors for careers outside the Navy with the opportunity to

(Continued on page 17)
Guam Relaunches NAMTS with "Team Tender" Joint Instruction

qualify for U.S. Department of Labor Journeyman Certification via the USMAP program.

Participating in the NAMTS program represents a unique opportunity to further in-rate knowledge and support fleet maintenance improvement initiatives. I look forward to recommending the awarding of NAMTS NECs for Sailors who take advantage of all the program offers. Together we will turn the tide on improving battlegroup organic maintenance capability and material self-sufficiency.

NAMTS is a program designed to help Sailors improve their skills in several key trade skills designed around a specific rating. As a Submarine Tender Commanding Officer, I value the additional training and experience the program is providing to my Sailors. Submarine Tenders have become an opportunity for first-term Sailors to learn their trade and the formalized training provided through NAMTS has been invaluable. The increased technical knowledge a junior Sailor gains helps them achieve their goals of obtaining rate-specific NECs as well as becoming the shop experts in their trade. This experience and knowledge is then returned to the fleet as the NAMTS qualified Sailors take their skills to their next command increasing fleet readiness with better trained and more proficient technicians.

The NAMTS Program aboard USS Frank Cable is currently led by HTCS Engling, who has recently revamped and streamlined the process, so Sailors can be recognized for their technical skills and expertise. There are currently 57 Sailors enrolled in the program at this time and as personnel check in, the enrollment continues to grow. We recently signed out a Joint Tender Instruction between USS Emory S. Land and USS Frank Cable and we are excited to take this program to the next level for the benefit of our Sailors, Team Tender, and the fleet!

By: Capt. Jeff Bierley, Commanding Officer, USS Frank Cable (AS 40)
Triton Refit Facility (TRF), Bangor has one of the most robust NAMTS programs in the entire Navy. The NAMTS program has been standardized across the fleet, but at TRF, Sailors can go above and beyond with their training, working on relevant equipment in a purpose-designed facility.

The NAMTS program is a collection of job qualification requirements (JQR) designed to train TRF Sailors with base-level experience to become subject matter experts in their fields. While assigned to TRF, Sailors work and receive on-the-job training in relevant shops, while also getting specialized training in classroom scenarios.

Sailors enrolled in NAMTS get to work on relevant equipment, disassemble it, trouble shoot it, and reassemble it, allowing for a deeper insight into fixing it. The training space, in Bldg. 7003, is unique in that it offers deliberate opportunities for Sailors to learn at their own pace.

Originally, the NAMTS training space, acquired in 2011 by TRF, was used as a storage facility for equipment. However, coordinators realized Sailors needed to receive more quality training while performing on-the-job training (OJT), so in 2017, TRF’s storage space was reconfigured. “Before it was just shelves with stuff on it,” said Sandra Hinz, NAMTS Program Manager. “TRF partnered with Moonshine Lab and created partitions and production space for us to train and organize.”

“It gives Sailors a place they can go and focus on learning that one component until they get it,” said Hinz. “Some people can learn quickly, while others require more time and instruction.”

In addition to providing proper training spaces, Hinz explained how TRF Sailors can really learn the systems for which they will be responsible when they return to the fleet. NAMTS training is not a collateral duty or something to do on their “off” time, it’s their primary responsibility while at TRF. This level of prioritization in regards to training is consistent with the NAMTS mission.

“The basis of the NAMTS program is hands-on production training,” said Hinz. Machinist’s Mate Second Class Petty Officer Douglas Oreilly, a NAMTS Skill Area Coordinator, encourages Sailors to take full advantage of the program. “This facility is really great for getting hands-on experience,” said Oreilly. Oreilly, who completed the program in 2018, takes pride in his duties assisting Sailors. He tracks their progress and updates them with relevant information on their qualifications. “This is a great program,” said Oreilly. “It’s very beneficial to big Navy as a whole. The knowledge Sailors get from the program is great for trouble-shooting out in the fleet.”

Besides classes, Sailors get one-on-one training with instructors reinforcing the foundation of their technical knowledge. They can stand an oral board trouble-shooting a piece of equipment in front of a panel. Hinz said most Sailors are very comfortable with this hands-on method.

Once they complete all the requirements, Sailors then earn Navy Enlisted Classifications (NEC). NECs allow Sailors to hold more specialized positions at their commands and even allow them access to commands not offered to the rest of their peers. It can also open up opportunities in the civilian sector. Sailors who earn NECs through NAMTS have the opportunity to qualify for higher paying shipyard positions, once they de-part the Navy.

Whether it’s hands-on training or learning in a classroom environment, TRF Bangor has made increasing Sailor knowledge and skills a priority. With a little bit of ingenuity and proper planning, former storage space has been converted and now truly contributes to the betterment of our fleet!
Training Corner: Troubleshooting Basics

By Nate Brooks, NAMTS Instructional Systems Designer

Troubleshooting Basics

System / Component Troubleshooting

Troubleshooting is the systematic analysis used to identify the cause of a particular malfunction. It is important in maintaining and operating mechanical and electrical/electronic systems. It requires an understanding of equipment operation and an ability to recognize the symptoms of faulty operation. Troubleshooting and repair may correct the problem before a more serious equipment casualty occurs.

Troubles tend to gather around mechanical moving parts and where electrical systems are interrupted by the making and breaking of contacts. Attention as a technician during troubleshooting should be centered in these areas. When a component fails, the primary concern is to locate the trouble, correct it, and get the equipment back online. In most cases, this involves troubleshooting the equipment and tracing the trouble to the defective component. Troubleshooting is performed in both mechanical or electrical/electronic systems and consists of six steps.

The Six-step troubleshooting method.

Technicians and maintainers may have the job of maintaining or helping to maintain some electrical or electronic unit, subsystem, or system. Some of these jobs may be complex, but even a complex job can be broken down into simple steps. Any repair of mechanical, electric or electronic equipment should be done using the six-step troubleshooting method in the following order:

1. Symptom recognition.
2. Symptom elaboration.
3. Listing probable faulty functions.
4. Localizing the faulty function.
5. Localizing trouble to the circuit.
6. Failure analysis.

Symptom recognition. The understanding of normal operation is critical in the understanding of abnormal operation. This is the action of recognizing some disorder or malfunction in electronic equipment. The knowledge of proper operation through gauges and meters of what is observed as normal through the minimum and maximum limitations will enable the technician to quickly identify issues that lead to equipment degradation.

Symptom elaboration. Recognize/observe the faulty operation of the equipment. Obtain a more detailed description of the trouble symptom is the purpose of this step.

Listing probable faulty functions. This step is applicable to equipment that contains more than one functional area or unit. From the information gathered, where could the trouble logically be located. Develop a list of possible causes for the malfunction.

Localizing the faulty function. In this step, determine which of the functional units of the multiunit equipment is actually at fault by identifying the most likely areas of failure that would create the symptoms noted.

Localizing trouble to the circuit. The goal of this step is to verify which component(s) is/are faulty. This may require extensive testing to isolate the trouble to a specific circuit.

Failure analysis:

- Determine which part is faulty.
- Repair/replace the part.
- Determine what caused the failure.
- Return the equipment to its proper operating status.
- Record the necessary information in a recordkeeping book for other maintenance personnel in the future.

Troubleshooting as a watch-stander.

Every watch in the Engineering Department is a vital part of the ship’s maintenance and operation program. The watchstander is the “eyes” of the Engineering Department. In the event of any casualty or unusual operating characteristic, the primary course of action should be to report the problem to the immediate supervisor then follow with an investigation into the cause of the problem and then the correction of the problem.

In most cases it is better to place a stand-by or alternate unit on the line and secure the affected unit until a thorough investigation can be made to determine the cause of the problem.

Equipment operating logs allow for trend analysis of long-term machinery performance.

- The logs serve to record the equipment’s historical and present conditions.
- Most operating logs are retained aboard ship for a period of two years.

Slight changes in equipment performance can indicate component degradation or malfunction that may not be detectable from one day to the next.

Careful review of logs over a long period of time can alert personnel to negative performance trends. The evaluation of the data of a particular log will enable personnel to provide proper treatment and other corrective action.
Given the Opportunity: NAMTS Sailors in Action

By Kat Ciesielski, NAMTS Public Affairs

Given the opportunity, Sailors can flourish!

The NAMTS program develops self-sufficient Sailors to invigorate Strike Force Intermediate Maintenance Activities (SFIMA). NAMTS accomplishes this through a three-pronged approach towards Sailor improvement; academic knowledge, troubleshooting fundamentals, and hands-on wrench-turning experience.

These three training objectives enable the Sailor to develop from an Apprentice to a Journeyman.

Sea-duty Sailors are routinely overwhelmed with shipboard challenges and military duties that, although they are important, may distract from executing maintenance on their equipment. NAMTS provides shipboard Sailors the added confidence to execute their own repairs.

More importantly, leadership must have confidence in their crew, affording their Sailors the chance to demonstrate what they have learned and allow them to grow professionally.

An example of what confident and competent NAMTS Sailors can accomplish is best exemplified by HT1 Jeffrey Crebs, who was selected as the American Society of Naval Engineers’ Tidewater Chapter Engineer of the Quarter for the last quarter of 2019.

Nominated by USS McFaul’s (DDG 74) Commanding Officer, CDR Rusty Williamson, HT1 Crebs accepted the award on behalf of his team. “That just goes to show you the type of leader he is,” said Williamson. “On a ship that is tasked as much as we are, you need folks who are hard working and who keep a smile on their face; he is a leader on the deckplates,” Williamson added.

During his award acceptance, HT1 expressed his gratitude to Captain Williamson for giving him and his shop the opportunity and the trust to try and complete repairs on their own.

“USS McFaul is my second small boy and my first chance to be a legitimate LPO (Leading Petty Officer); I feel wholeheartedly that this was my first chance at being exposed to the greatest challenge of my career. Everything I’ve worked up to this point has been put to the test. It’s been challenging for me and still is,” said Crebs.

“Each day it’s six to ten things; he’s certainly the ship’s handyman. Between HT1 and the Sailors who work with him, they’re a small shop, but they’re in high demand,” Williamson said.

Prior to their extended deployment in 2019, USS McFaul utilized every resource on the waterfront that could help the ship be better prepared, including Afloat NAMTS, which helped identify some shortfalls that the ship was able to shore up and get right so that on deployment, they were self-sufficient. At one point during their deployment, the ship had been underway for 87 days. There was a port stop in the middle, but a ship would not be able to accomplish such an extended underway period without self-sufficient Sailors.

“HT1 consistently demonstrates superior performance in the executing of his duties and has tremendously impacted the overall readiness of McFaul’s material readiness, quality of life, and everyday excellence...he makes our whole team stronger by training the next in line with a focus on first time quality maintenance. Projects he leads are performed to the technical standard, with sharp work controls and strong questioning attitude. Our systems operate better because of his dedication to go above and beyond, with his junior Sailors shoulder to shoulder, and ownership without equal,” stated Williamson’s nomination letter.

USS McFaul’s Sailors were given the opportunity to demonstrate their readiness capabilities and they flourished!
Sailor In the Spotlight:  
MR1 (SW) Kurt Bartels  
Advances to MR1 in Five+ Years

By Kat Ciesielski, NAMTS Public Affairs

“Work hard and it pays dividends,” said MR1 Kurt Bartels, stationed aboard USS Bonhomme Richard (LHD 6). In October 2019, then MR2 Bartels, was selected as Bonhomme Richard’s Junior Sailor of the Year. This past September was the first time he was eligible to take the MR1 exam, which he obviously passed. More impressive than passing on his first try was the fact that only 1% of MR2s were being selected for promotion this cycle; even more impressive than that is the fact that Bartels went from enlisting in the Navy to becoming a First Class Petty Officer as a Machinery Repairman in less than five-and-a-half years!

Bartels hails from Eau Claire, Michigan, where he grew up in the country on 40 acres of land. “During the summers from the time I was seven, I worked on the farm either helping my grandfather bail hay or helping plant and pick vegetables for my neighbors. That kept me gainfully employed until I was 18, when I joined the service,” Bartels said. He has known since middle school that he wanted to join the Navy. He enlisted in the Navy on 2 July 2014. “I was intrigued by the lifestyle and opportunities it offered. If I hadn't enlisted, I would still be living in my hometown, most likely still working on a farm and working at the Farmers Market on the weekends. Since I've joined the Navy, I've been able to travel to South America, Asia, and Australia, so it has definitely been full of opportunities and experiences,” Bartels added.

Upon graduating from boot camp, Bartels was stationed at Southeast Regional Maintenance Center (SERMC) in Mayport, FL. Here, he earned his NAMTS Inside Machinist NEC. He then went on to MR C-School and earned his Heavy Machinery Operator NEC.

Bartels credits his first duty station with his success. “The biggest reason for my success as an MR and Machinist is the fact that I was sent to an RMC for my first two years after having graduated from ‘A’ school. That opportunity allowed me to learn how a machine shop should be outfitted and to know what tools we needed for which jobs; there was also enough senior leadership to guide and train me to my full potential,” stated Bartels. Humbled by the support, he was quick to point out many who’ve helped shape the Sailor he’s become.

“MRCM (Ret.) Rick Smith, from Afloat NAMTS, who has become my mentor, MRCs (Ret.) Gates, MRCs Horney, MRCs (Ret.) Boykin, MRC Thompson, MRC Erno, MR1Dizon, MR1 Murray, MR1 Johnson, MR1 Berry and MR1 Kaufhold are just a few of the folks who have really helped me along the way. There are more, but they have been an inspiration and they have given me every bit of knowledge to make me skilled in my trade,” said Bartels.

“MR1 Kurt Bartels is a consummate professional Machinery Repairman. During his tenure at SERMC, he exhibited a thirst for knowledge and excellent leadership potential. As a MRFN, he was one of the first Sailors to complete the NAMTS Inside Machinist JQR,” said Mr. Osbert “Teek” Teeka-Singh, SERMC Regional NAMTS Coordinator.

“Bartels’ friendly demeanor is contagious and he was personally sought for his leadership and knowledge to assist his peers when they needed help. Petty Officer Bartels is an ideal role model who embodies the Navy core values of honor, courage, and commitment,” added Teek.

When asked about having earned multiple Navy Enlisted Classifications (NEC), Bartels said, “Multiple NECs make you more valuable to your command and inevitably, the fleet, especially in such a small specialty. The more in-rate NECs you earn, the more well rounded of a SME you become and when problems arise either underway or in port, you’ll be able to troubleshoot and devise an effective repair plan. Also with that knowledge, we are able to do more repairs utilizing Sailors rather than having to write a DEPOT or IMA level repair job.”

“My favorite part about my job is when I am able to train my junior Machinists in different practices of machining as well as supervise them and give them advice on making parts. Without fail, every day that I work with them, I teach them as much as I can and they in turn teach me new things with their different perspectives. I remind them to also stay humble because there’s always somebody else out there who can teach you a thing or two,” Bartels added.

“MR1 Bartels provides the highest caliber of leadership, focusing on ship mission and his shipmates’ welfare while seeking the highest standards for his personal and professional development. He demonstrates abilities to assimilate new concepts, methods and technologies; he’s an innovative team builder with a superior work ethic,” said Richard J Smith, Afloat NAMTS Inside Machine SME and retired USN MRCM, who has become MR1 Bartels’ mentor. “He certainly has a bright future ahead of him!”

USS Bonhomme Richard’s (LHD 6) Commanding Officer, Captain G.S. Thoroman (right), congratulates MR1 Bartels on his advancement to Petty Officer First Class. (Photo courtesy of the USS Bonhomme Richard Facebook page.)

hanced point of view. Without fail, every day that I work with them, I teach them as much as I can and they in turn teach me new things with their different perspectives. I remind them to also stay humble because there’s always somebody else out there who can teach you a thing or two,” Bartels added.
**Sailors in the Spotlight:**

**GSM1 (SW) Xiao Shan**

GSM1 (SW) Xiao Shan, of Pearl Harbor Naval Shipyard’s Gas Turbine Shop, is constantly in pursuit of knowledge to better himself and to share what he’s learned with his shipmates. For these reasons, HRMC would like to spotlight his efforts.

GSM1 has earned three Navy Enlisted Classifications (NEC) and was lauded as Junior Sailor of the Year in 2018; he advanced to First Class in September of the same year. The NECs he has earned include NAMTS Gas Valve Repair Technician, NAMTS Valve Repair Technician, and NAMTS Watertight Closure Maintenance Technician.

Surpassing the requirement of obtaining just the Gas Turbine Repair Technician NEC, he is qualified to a broader range in Engineering. GSM1 also has the ability and technical expertise to repair valves and maintain watertight doors, becoming a true asset to not only a ship’s Engineering Department, but the ship as a whole.

“While enrolled in the Gas Turbine Repair Technician course, I was pleasantly surprised to have learned far more than I had anticipated. I firmly believe that the depth and knowledge I gained helped me prepare for my advancement tests,” Shan said. “After I qualified for my first NEC, I still had two years left on my tour, so I decided to enroll in another JQR. Shortly after I completed it, I jumped into a third JQR. The NAMTS program has helped me to expand my professional knowledge and I have the honor of sharing that knowledge with fellow Sailors. It’s knowledge that I can expand on as I go on to my next duty assignment,” he added. “I encourage all Sailors who have the chance to enroll in NAMTS to do so and to do their best to earn NECs,” said Shan.

With three NECs, GSM1 Shan is an elite technician, gas turbine mechanic, and a surface engineer. GSM1 Shan is the epitome of what it means to train to become a self-sufficient Sailor; his level of effort is impressive as is his work ethic and willingness to share his knowledge. Using skills and experience gained while earning his NECs, GSM1 was instrumental in training his reliefs, as his tour at PHNSY comes to an end; he will be reporting to a DDG soon, and the ship will be fortunate to have him!

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**HT2 Talon Strong and FN Miguel Escobedobaca**

During a visit to the USS John Paul Jones (DDG 53), stationed in Pearl Harbor, Hawaii, NAMTS afloat personnel conducted training with ship’s force in the General Workshop. John Paul Jones did not have a Machinery Repairman (MR) aboard, but there were two repair personnel, HT3 Talon Strong (Strong) and FN Miguel “Scooby” Escobedobaca, who were very interested in learning some basics in the MR rate. Scooby is currently striking for the MR rate and jumped at the opportunity to learn; Strong is also a hard charger with a shipboard reputation for taking every opportunity to learn new information to better serve the command. Both were prime candidates to delve into the MR world.

After going over basic shop safety requirements and safety requirements for each specific machine, the NAMTS Subject Matter Expert (SME) was confident that both Sailors were ready, and it was on to the tough stuff. The shop milling machine was missing a piece to the spindle lock assembly, so this became the focus for training. Together with the SME, dimensions were taken and a drawing was created. This drawing provided guidance and allowed both Sailors to start envisioning the part to be made. They were then tasked with finding a suitable material to use for manufacturing this spindle lock piece. Both Sailors took turns on the lathe to turn and drill, until the basic piece was made. Then it was taken to the milling machine. Scooby commented on how cool it was that through the NAMTS program, “we are using the same machine that we are fixing, to make the part to fix it!” The part was finished, and the final product was assembled on the milling machine.

Both HT3 Strong and FN Escobedobaca were excited and amazed that they produced “a real part that had a real function” and were able to fix a machine that they see every day. High-fives were shared throughout and the spindle lock was demonstrated several times to show off the fantastic work conducted by these two highly motivated individuals.
Sailors in the Spotlight:
EM1 (SW) Elisa Jackson and MR2 (SW/AW) Gage Jones

By Jojo Uy, Regional NAMTS Coordinator

EM1 (SW) Elisa Jackson

USS Frank Cable’s (AS 40) Sailor in the spotlight is EM1 (SW) Elisa Jackson. She reported aboard USS Frank Cable in 2015 for a two year stint and applied for a re-tour. She had seen the unique complexity of tenders’ repair capability supporting homeported and forward deployed submarines. While stationed in TRIDENT Repair Facility Bangor, Washington from 24 May 2012 to 13 May 2015, EM1 Jackson was an active participant of NAMTS and successfully completed her first NAMTS NEC, Outside Electrical Repair Technician. She immediately enrolled in her second NAMTS JQR, Inside Electrical Repair Technician and was unable to complete the process prior to her transfer to USS Frank Cable. Once she reported aboard, she re-enrolled while the ship was in a Dry-dock Planned Maintenance Availability (DPMA) in Portland, Oregon. EM1 Jackson is assigned to R-4, Repair Division, as the Leading Petty Officer. R-4 Division is approximately 180 strong and provides different types of services for submarine repair such as Interior Communications, Motor Rewind, Outside Electrical, Antenna/Sail Loft, Sonar, Mechanical Standards/Non-Destructive Testing, Rubber/Plastic, Shipboard Calibration, Micro-Miniature (2M), and Electronic repair.

EM1 Jackson did not waste time once the ship returned to Guam and started to continue her long journey to complete her second NAMTS JQR. With both Tenders in port, she had the opportunity and time to complete her training. Her perseverance and willingness to exert extra effort to continue is one of her exceptional traits. Because of her commitment to excellence we applaud EM1 (SW) Elisa Jackson, who has never given up as she continues on her NAMTS journey. Sure enough, Jackson has successfully finished her JQR and will be awarded her second NAMTS NEC.

By Doug Scholl, Regional NAMTS Coordinator

MR2 (SW/AW) Gage Jones

MR2 Jones, by any metrics, has had a successful tour at SWRMC, but it was by no means an easy tour. He will soon be departing Southwest Regional Maintenance Center (SWRMC) with orders to USS John S. McCain (DDG 56).

MR2 Gage Jones entered active naval service in April 2012. Upon graduation of boot camp, the young undesignated Fireman Recruit reported to USS Boxer (LHD 4). FR Jones found himself assigned to the Main Propulsion Division in the Aft Main Machinery room. He worked diligently at qualifications and learning the basics of steam plant knowledge. As he advanced through watchstanding qualifications, he realized he wanted to use his hands more and read gages less. With time in rate and meeting the qualifications for advancement, he requested the Machinery Repairmen test for Third Class Petty Officer and passed the test, becoming an MR3. Jones was soon moved into the Machinery Repair shop and had to learn his rate under the tutelage of the ship’s two MR2s. With no formal A schooling and no senior experienced leadership to train junior sailors there was a lot of trail by error as the shop worked to meet demands. MR3 Jones’ hard work and willingness to learn and take on projects made him stand out amongst his peers and USS Boxer meritoriously promoted Jones from MR3 to MR2.

MR2 Jones reported to SWRMC in January of 2017, as a fairly new Second Class Petty Officer and was thrust into a busy shop performing I-level repairs for the homeported and visiting ships in San Diego. MR2 enrolled into the Inside Machinist NAMTS JQR upon check in and started attending NAMTS training, in-rate training and performing process work. He soon realized he was behind the power curve of his peers in regular knowledge and most of his trainers assumed he had baseline “A” school knowledge as his self-learned skills allowed him to function in the shop. Upon completion of his NAMTS JQR he attempted the posttest exam and struggled mightily.

Many Sailors would have quit, but Jones tried so hard to not be that guy. He tried to learn it all himself and he tried to fill in the gaps that he didn’t know he was missing, but he couldn’t go it alone. He credits MRC Orsorio for pulling him aside

(Continued on page 24)
Sailors in the Spotlight: MR2 (SW/AW) Gage Jones and MMN1 (SW) Matthew Reid

By Andrew Porter, Regional NAMTS Coordinator

MR2 Jones mills a piece of stock angle iron for Code 925 welders to install. (Photo by Doug Scholl.)

MMN1 (SW) Matthew Reid

Designated as the Assistant Command NAMTS JQR Coordinator in August 2018, Machinist Mate Nuclear 1st Class (Surface Warfare) Matthew Reid has been instrumental in managing the NAMTS program at Norfolk Naval Shipyard (NNSY). Under his watch, 65 Sailors have completed their NAMTS training at NNSY and it’s through his leadership that NNSY continues to show its significance to the NAMTS program. Enlisting in the U.S. Navy in 2010, he attended Nuclear Power School in Goose Creek, SC in 2011 and Nuclear Prototype School in Ballston Spa, NY in 2012. He reported to USS Harry S. Truman (CVN 75) in August 2013, and from there completed several deployments and gained an immense amount of experience in navy maintenance.

After reporting to NNSY in December 2017, he quickly realized the significance of the NAMTS program and set his sights on earning his NAMTS Navy Enlisted Classification (NEC) in Valve Repair (awarded October 2018). His experience as a nuclear trained Sailor gave him a greater insight to the training and a different perspective of how valve maintenance is completed. His character and leadership abilities became increasingly apparent when he volunteered to act as the Assistant Command NAMTS JQR Coordinator, responsible for managing the NNSY NAMTS program, which has two separate geographical locations within Hampton Roads. His dedication to training NNSY Sailors and organizational skills makes him the ideal selection for a Sailor in the Spotlight feature.

Discussing his opinion of the program, MMN1 Reid stated, “Sailors have only grown from the program and have been given valuable knowledge that they can take with them to the fleet. Given the opportunity, NAMTS would change the entire fleet’s maintenance strategy and greatly reduce the demands on the Navy shipyards and RMCs to upkeep ships, putting maintenance responsibilities back into the Sailors hands.”

“I’d only change one thing,” he said. “Send us more Sailors from the ships!” MMN1 Reid firmly believes that giving Sailors the opportunity to spend time at RMCs or shipyards dur-

and talking one on one, learning how MR2 got this far. MRC told him, “You can never give up!” They discussed the path forward and how to fill in the blanks. MR2 Jones took all of his Chief’s advice and restarted the JQR from scratch. Jones reached out to senior leaders, asking a lot of questions and getting real answers. MR2 credits the shop Production Specialist and recognized subject matter expert, Doug Sampson, as being instrumental in taking technical knowledge and breaking it down to redefine it where MR2 could fill in those gaps that were missing from the start of his career. MR2 would go on to build even more skills as his knowledge grew. He completed the NAMTS JQR again at a faster pace, with more notes and bigger projects building his experience, and this time passing the Posttest exam on his first attempt and passing his oral board to earn the NAMTS Inside Machinist NEC.

Even though MR2 was frustrated with the process and the test, he never let that lead him to quitting. He knew he was learning like he never did before, he just needed a better way to learn. In the end the desire to earn that NAMTS NEC turned around everything, making him a better MR and making him a better sailor. He said “the process was absolutely worth it, without going through twice and earning it, I would not have had the confidence to negotiate for the Advanced Machinery Repair “C” school and follow on orders to a command where I could be the only MR onboard. I know now I can go on and succeed!”

(Continued on page 25)
NAMTS News

January 2020

Sailor Spotlight:

MMN1 (SW) Matthew Reid

NAMTS training is available to any rate in the Navy including Nuclear and Submarine qualified Sailors. NNSY has a long history for qualifying Sailors in this category and continues to push for more enrollments. Shown left to right, MMN1 (SS) Logan Davis, MMN1 (SW) Matthew Reid, and MMA2 (SS) James Bonacci. (Photo by MMN1 Dillon McMahon.)

ing their sea tour will only improve the quality of maintenance training and increase the knowledge base aboard ships. Waiting for a Sailor to be billeted to a Navy Shipyard or RMC for shore duty may not be enough to prepare our Navy for hostilities in an increasingly dangerous geo-political environment.

His continued support in the NAMTS program, as well as his personal dedication and drive will not only benefit his career, but it will help develop future Sailors who will provide quality service and sustainability to the Navy.

NAMTS IPE Team Support

Article and photos by Scott Buchanan

The NAMTS Industrial Plant Equipment (IPE) team continues to develop project concepts that bring innovative ideas to the Regional Maintenance Center (RMC) enterprise through the NAVSEA Ship Maintenance Improvement Program (SMIP). Leading the effort are Mr. Dan Spagone, Director of I-Level Maintenance at Commander, Navy Regional Maintenance Center (CNRMC); Mr. Scott Buchanan (I-Level Programs/Knowledge Managements (C920); Mr. Albert Johnson,

NAMTS Industrial Plant Equipment Lead; and Production Equipment Specialists, Ms. Shiloh Stockton and Mr. William Frazier.

Their latest endeavor involved procuring a Containment Blast System (CBS) at Mid-Atlantic Regional Maintenance Center; the unit was successfully delivered on January 23, 2020. The IPE and MARMC teams also had help from industry partners Norton SandBlasting Equipment and Schmidt Abrasive Blasting / Axxiom Manufacturing, Inc.

The compact system and all ancillary equipment and consumable materials are contained within two 20-foot shipping container boxes for capability mobility to ships and to the pier. The CBS provides multiple, custom-enclosed containment chambers specific to the fitting type utilizing a single pass blast media, and a venturi vacuum system to seal to the deck, blast the fitting and evacuate debris and blast media. This process provides a highly-effective clean, uniform surface profile in 8-10 minutes (depending on the amount of paint on/in the item). In accordance with the Planned Maintenance check, ship’s force can verify cleanliness and surface profile and conduct thickness inspections as well as utilize the paint cartridge system to properly preserve the newly cleaned tie-downs. This process averages three minutes per Tie-down for post-blast inspection and coating, preventing flash and long term corrosion!

The CBS will be utilized by the MARMC Corrosion Control Maintenance Assist Team (CCMAT) for ships to properly and effectively conduct the Planned Maintenance check to measure the existing metal with a GO-NO-GO measuring gauge tool to determine if the device requires replacement prior to a possible failure. The CBS will properly remove corrosion and paint, ensuring an accurate measurement is achieved for the S-1 Maintenance requirement.

Final acceptance testing was conducted on a mock-up cross-bar and clover leaf tie-down points with remarkable results!

Instead of the demanding manual labor involved with scraping and prepping surfaces like the tie down and clover leaf seen at the left, the CBS can blast each of these units clean in a matter of approximately 8 minutes. (Photo by Scott Buchanan.)

Containment Blast System -Single-Pass Media Unit. (Photo by Scott Buchanan.)

Clover Leaf End Effect Units. (Photo by Scott Buchanan.)

NAMTS IPE Team Support

NAMTS IPE Team Support

NAMTS IPE Team Support
In October 2016, if a ship needed a stern tube repair, the work would have been brokered to one of the local outside marine facilities surrounding Naval Station San Diego. In October 2019, Southwest Regional Maintenance Center’s (SWRMC) Machine Product Family (Code 942) Outside Machine shop performed a dual, water-borne, stern tube replacement for both port and starboard shafts onboard USS Bunker Hill (CG 52). The culture change within Naval Sea Systems Command (NAVSEA), SWRMC, and Navy Afloat Maintenance Training Strategy all lead to the capability improvement inside one of our leading production shops.

SWRMC’s Commanding Officer, Captain David Hart, Executive Director, Mr. John Robinson, and Code 900 Production Officer, Mr. Craig Cunningham, are always challenging leaders on meeting NAVSEA and CNRMC strategic framework and guiding principles. Vice Admiral Moore and Rear Admiral Anderson have matching visions:

- Strengthen Naval Power through on-time delivery, a culture of affordability.
- Strengthening our Naval Team by improving the capabilities of ships and systems including our own personnel and internal capabilities.
- To finish our work, “Only Handling it Once” (Ohio Rule).
- Build our depth.
- Keeping it Upbeat, we work on the finest warships that sail the seven seas and we can take pride in and celebrate our accomplishments.

Performing stern tube work wasn’t an overnight evolution for SWRMC. It was a challenge which developed over time by prioritizing the training and development of both our civilian and Navy workforce. Both Sailors and civilians spent time in Mayport, Florida, at Southeast Regional Maintenance Center (SERMC), working side by side with their team who regularly brokers stern tube seal work. A concerted effort from San Diego Port Engineers and Supervisor of Shipbuilding (SUPSHIP) to direct the jobs to SWRMC has established getting the job done on time with no rework. This has built trust which makes SWRMC the first choice in stern tube replacements today.

Water borne stern tube work is no easy task and it takes multiple assistant work centers to ensure the ship, the crew and workers are all protected. SWRMC Code 962 has to develop the plans and SWRMC Code 970 divers have to rig and install cofferdams which seal both the ship’s hull and propulsion shafting. The Outside Machine Shop has to perform all the work directed by the Controlled Work Package and Code 133 Quality Assurance is standing by ensuring all inspection points meet technical specifications for multiple blueprints and drawings. The outside machine team consisted of MMC Heredia, MM2 Dasig, MM2 Adedokun NAMTS-enrolled Sailors with MM1 Archambeault and MM2 Murga, NAMTS Outside Machine graduates, along with assistance from shop civilians Mr. Jagpat and Mr. Sardo.

The ship’s stern tube had seen excessive wear leading to a damaged bellows assembly and eventually a leak which grew to eight gallons of seawater per minute. Inspection of the other seal also revealed excessive wear and the start of leakage from the seal. It would be best if both seals could be replaced. SWRMC answered the challenge knowing they could deliver the results!
NORFOLK (NNS) -- Sailors assigned to Mid-Atlantic Regional Maintenance Center (MARMC) joined with a joint small-boat maintenance team and embarked aboard the Spearhead-class expeditionary fast transport ship USNS Carson City (T-EPF 7) during its Africa Partnership Station (APS) deployment to the Gulf of Guinea in July and August 2019.

APS is U.S. Naval Forces Europe-Africa’s flagship maritime security cooperation program in Africa. APS focuses on maritime safety and security through increased maritime awareness, response capabilities and infrastructure in the continent. It consists of the various exercises and operations conducted by U.S., European, and African partners and allies throughout the U.S. Africa Command area of operations.

The four MARMC Sailors, who are also all NAMTS Sailors, volunteered for the assignment and departed Norfolk on June 26, to embark Carson City in Rota, Spain. There, they joined a cooperative team that includes the Spearhead-class USNS Trenton (T-EPF 5) small-boat team, and NATO military partners from Spain and Portugal, to participate in small-boat maintenance and repairs in an effort to strengthen maritime security throughout the region.

“The primary mission of the maintenance team is to provide small-boat maintenance - with specific emphasis on American - provided small security boats - in support of the APS Maritime Security Cooperation mission, while engaging with African partners and encouraging their security efforts in a very challenging security environment,” said Scott Buchanan, C920, I-Level Programs, Commander, Navy Regional Maintenance Center.

Carson City has visited Dakar, Senegal; Abidjan, Cote d’Ivoire; Sekondi, Ghana; and Lagos, Nigeria.

The team troubleshoot and executed maintenance on numerous boats, returning three to full-mission capability.

“I expect we’ll assess between 10 to 15 boats over the next month and attempt to return them to being 100% operational,” said Hull Technician 1st Class Craig Baker, MARMC team lead.

Baker said the focus is also on knowledge sharing and providing host nations the training necessary to maintain the boats for future operations.

“We’re out here to fix the boats, but we’re also here to train and teach them how to do the proper maintenance with boats they are not familiar with,” said Baker. “Hopefully, we will leave them with operational boats and enough knowledge to help them maintain them, so they can shore up harbor patrol and harbor safety.”

APS has also given these Sailors the opportunity to engage, not only with military, but to have a positive impact within the community, as well through various community outreach projects.

“My experience has been great in Africa,” said Engineman 3rd Class Jacquelyn Escobar. “I volunteered to help at orphanages and organized a day for the kids to come out and play various games such as musical chairs, egg races and bean bag races. In Ivory Coast, I met this little girl whose name I never got, but she wore a pretty, green dress. She held my hand the entire time. She was so sweet and even though it was difficult communicating with her, because she spoke French, we were still able to understand each other, which made that day one of my most memorable experiences yet.”

They are scheduled to return home to Norfolk at the end of the APS deployment.

U.S. Naval Forces Europe-Africa/U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.
Navy Afloat Maintenance Training Strategy exhibited at the American Society of Naval Engineers’ (ASNE) Fleet Maintenance & Modernization Symposium (FMMS) August 7-9, 2019, at the San Diego Convention Center. The event’s theme was “Maintaining Maritime Superiority through Improved Maintenance and Modernization Responsiveness”. FMMS is conducted annually, alternating between Hampton Roads, VA, and San Diego, CA, bringing together the entire naval ship maintenance and modernization community like no other forum.

This forum seeks to engage everyone who has a stake in building, repairing, sailing, innovating, updating, training, fighting, and winning on or from the sea on a U.S. or allied military vessel.

The NAMTS Team also participated in three additional events during the latter half of 2019. They include Surface Navy Association West held in August in San Diego, CA; the Commander, Naval Surface Group Middle Pacific (COMNAVSURFGRU MID-PAC) Self-Sufficiency Open House held in August, at Pearl Harbor Naval Shipyard; and the Commander, Naval Surface Force, Pacific Fleet (COMNAVSURFPAC) Surface Ship Self-Sufficiency and Sustainment Open House held in October in San Diego.
USS Nimitz (CVN 68) wrapped up 18 months at Puget Sound Naval Shipyard and successfully completed their sea trials. No stranger to the NAMTS Program, CDR Mark Stanley, USS Nimitz’s Chief Engineer, assisted with the program implementation aboard in 2017 as the Ships Maintenance Manager. Returning as the ship’s CHENG and continuing the commitment to NAMTS and his Sailors, he kicks off the beginning of a successful tour with six Sailors earning their NAMTS NECs. USS Nimitz’s recent successes include MR2 Nicolas Affum and MR2 Julio Burgostirado earning their Inside Machinist NECs; HT2 Travis Grub and HT2 Ty Mannor earning their Valve Repair NECs; and HTC Harlan earning his Shipfitter NEC. Bravo Zulu Shipmates!

USS Carl Vinson’s (CVN 70) NAMTS program gains new leadership with ICCS (SW/AW) Roberto Valadez turning over Command JQR Coordinator to CSCS (SW/AW) Elvin Manzanarez. Prior to turnover, Senior Chief Valadez set high standards by enrolling over 50 Sailors and assisting HTC (SW) Jeff Hanke in earning his NAMTS Pipefitter NEC to become the second Sailor to earn a NAMTS NEC since the program came aboard.

USS Carl Vinson has 68 Sailors enrolled in 13 different JQRs including: Air Conditioning and Refrigeration, Heat Exchanger, Hydraulics Repair, Inside Electrical, Interior Communications, Outside Electrical, Outside Machinist, Pipefitter, Pump Repair, Rigger Weight Tester, Shipfitter, Valve Repair, and Watertight Door Enclosure.
USS Boxer’s (LHD 4) deployment has not slowed down the Command NAMTS team. While navigating the challenges of deployment, HTC (SW/AW) Justin Rodriguez, Command JQR Coordinator, and MM1 (SW/AW/IW) Sherrie Anaba, Assistant Command JQR Coordinator, continue to foster a positive atmosphere for the NAMTS program. Both NAMTS Coordinators look beyond the daily challenges at sea and interject the highest standards into the NAMTS program. NAMTS presence is maintained through using an introspective approach in collaborating shipboard evolutions.

USS Boxer is the second large deck amphibious assault ship to implement NAMTS. The ship experienced groundbreaking progress for accelerating NAMTS during their deployment. While deployed, oral boards were conducted in the NAMTS skill areas of Rigger/Weight Tester, Valve Repair, and Pump Repair.

Proactive and continuous application of NAMTS principles produced graduates in the skill area of Rigger/Weight Tester for BMCM (SW/AW/IW) Rosa Velasquez and BM1 (SW/AW/IW) Manassey Martin. Continuing with the spirit of excellence ABF1(SW/AW/IW) Bobby Smiley completed skill areas of Pump Repair and Valve Repair.

Led by EN1 (SW/AW/IW) Kodey Eddington, USS Theodore Roosevelt’s (CVN 71) valve barge completed depot-level repairs, saving thousands of dollars in repair costs. The valve barge is normally run by Machinery Repairman (MR) personnel. Engineman (EN) First Class Petty Officer Eddington used the skills he received from the NAMTS Valve Repair training to exceed expectations during their availability. NAMTS provides the opportunity for passing cross-rate knowledge. EN1 Eddington’s example shows ships across the fleet “You do not have to settle for a single point of failure during battle.”

EN1 (SW/AW/IW) Kodey Eddington received his NAMTS Valve Repair NEC with a tough sense of confidence. EN1 Eddington’s drive provides the key essential elements in developing “Self Sufficient Sailors at Sea in a Contested Environment”.

USS Bataan (LHD 5) has a new leadership team in the Engineering Department, which is led by CDR Jon Miller, Chief Engineer,MMC (AW) Joseph Bevels (Top Snipe), DCCS (SW) Shawana Lowder (Command NAMTS Coordinator) and BM1 (EXW) Eric Anderson (Assistant Command NAMTS Coordinator). The Afloat NAMTS team welcomes them and looks forward to continuing to provide an outstanding platform to improve Sailor level of knowledge, skills and capabilities. DCCS Shawana Lower stated, “No matter which JQR personnel train in, the program has everything. With the Core 100 sections, Sailors get the basic knowledge required to be a productive member of the ship. With the Shop Related (Trade Theory) 200 section, Sailors learn about the tools needed to do their job, which is something no longer taught to Sailors before reporting to the fleet. The Process section 300 is where Sailors get to apply what they have learned. Trust me when I say we are doing all kinds of difficult and complex repairs all over the ship and Sailors not enrolled in NAMTS are not getting the credit they deserve for the skills they have learned.” Aboard USS Bataan, the goal is to make that happen for every Sailor and to use NAMTS as a tool to properly train Maintenance Warriors capable of making repairs to the ship in any environment. Currently, the ship trains Sailors in AC&R Technician, Heat Exchanger Repair Technician, Inside Electrical Technician, Interior Communications Repair Technician, Outside Machinist, Pump Repair Technician, and Valve Repair Technician.
In August, MRCS (SW) Brian Pierce relieved EMC JohnPaul Valenzuela as the Command NAMTS Coordinator aboard USS Dwight D. Eisenhower (CVN 69). EMC JohnPaul Valenzuela will be missed as he was instrumental in establishing NAMTS as a part of the day to day operations aboard the ship; while under his leadership, the ship maintained 100% participation from all 41 enrolled Sailors over a 1 year period with 4 personnel earning their NAMTS NEC. In addition, the other 37 sailors he was responsible for enrolling made significant progress towards completion of their JQRs. In the short amount of time since he became the Command NAMTS JQR Coordinator, MRCS (SW) Brian Pierce has been contributory in 2 personnel earning a NAMTS NEC and the ship adding 11 new enrollees. The ship is on track to produce a total of 8 NAMTS NEC holders for CY 2019, and the personnel currently enrolled are training in 9 different skill areas to include Air Conditioning & Repair Technician, Heat Exchanger Repair Technician, Inside Electrical Repair Technician, Inside Machinist, Pipefitter, Pump Repair Technician, Valve Repair Technician and Watertight Closure Maintenance Technician.

USS Abraham Lincoln’s (CVN 72) Command NAMTS Coordinator, MMC(AW) Marcus Campbell, was recently relieved by MMCS (AW/SW/SS) Reggie Shillinger. On a long deployment, the ship has continued to produce excellent results from the 22 enrolled Sailors directly resulting in 3 personnel earning their NAMTS NECs while continuing to train in 6 NAMTS skill areas, including Heat Exchanger Repair Technician, Inside Machinist, Pipefitter, Valve Repair Technician, Watertight Closure Maintenance Technician and General Shipboard Welder / Brazer.

USS John C. Stennis (CVN 74) has a new Command NAMTS Coordinator, MMNC Bob Moore, who relieved a stellar leader, MMC Sean Adams. Adams was instrumental in the establishment of NAMTS aboard the ship. He and LTJG Andrew Pappas drove to establish the program; as a result, John C. Stennis has enrolled personnel to maximize the benefit of NAMTS. The CHENG stated, “We need to be able to perform technically difficult repairs throughout the ship and NAMTS provides a structure and roadmap that provides the training our Sailors need. NAMTS is an outstanding tool.” Currently, the ship trains in 12 different JQR’s to include Air Conditioning & Refrigeration Repair Technician, Heat Exchanger Repair Technician, Hydraulic Repair Technician, Interior Electrical Repair Technician, Interior Machinist, Interior Communications Repair Technician, Outside Electrical Repair Technician, Pipefitter, Shipfitter, Valve Repair Technician, Watertight Closure Maintenance Technician and General Shipboard Welder / Brazer.

HTCS (AW) Gary Reed, Command NAMTS Program Coordinator said, “We fix a lot of things onboard our ship, NAMTS training is assisting in training our Sailors because the NAMTS JQRs provide a ‘formula and index’ so to speak, or a road map, for accomplishing that mission. I would recommend all commands use it!” USS Kearsarge (LHD 3) currently trains personnel in 8 different JQRs, Heat Exchanger Repair Technician, Hydraulic Repair Technician, Inside Machinist, Pipefitter, Shipfitter, Valve Repair Technician, Watertight Closure Maintenance Technician and General Shipboard Welder / Brazer.

USS Gerald R. Ford (CVN 78) stood up as a NATA in May 2019, and began training personnel in Inside Machinist, Interior Communications Repair Technician, Outside Electrical Repair Technician, Pipefitter, Watertight Closure Maintenance Technician and General Shipboard Welder / Brazer. The ship currently has 15 personnel enrolled. The Chief Engineer, CDR Steve Dwyer, Top Snipe, MMCM(SW) Helen Henderson, and Command NAMTS Coordinator, EMCS(SW) David Newton, are committed to making NAMTS a standard part of the training plan for the ship.
Aboard USS Bush (CVN 77), CDR Cory Groom (CHENG) stated, “There has been a lot of phenomenal and technically difficult work that ship’s force has accomplished; rewinding of motors, fixing pumps, repairing valves, Watertight Closure Maintenance, pipefitting and ship fitting work.” With leadership support, the Command NAMTS Coordinator BMC (EXW) Bo Miller has been helpful in 7 Sailors earning a NAMTS NEC in 2019 and several other personnel being very close to completion. The Engineering Department has 38 personnel enrolled 9 different JQRs: Inside Electrical Repair Technician, Outside Electrical Repair Technician, Pipefitter, Pump Repair Technician, Rigger/Weight Tester, Shipfitter, Valve Repair Technician, Watertight Closure Maintenance Technician and General Shipboard Welder/Brazer.

USS Truman’s (CVN 75) NAMTS Team is led by CDR Michael Thompson (CHENG), MMCM Jaston Bowie (Top Snipe), EMCM (SW) Stephen Ludlam (Command NAMTS Coordinator) and MMCS (AW) Michael Newcom (Assistant Command NAMTS Coordinator). Under their leadership, enrollments have increased by 120%. The ship currently trains 49 Sailors in three different JQRs: Inside Machine, Shipfitter and Valve Repair Technician. CDR Michael Thompson, CHENG, said, “I want NAMTS to become a standard part of training that every Sailor aboard Truman can benefit from.”

HTCS (SW) Brandon Majors recently relieved EMC (SW) David Weber as the Command NAMTS Program Manager aboard USS Carter Hall (LSD 50). Both men were instrumental in establishing the program aboard the ship and the Afloat NAMTS team wishes EMC (SW) Weber fair winds and following seas as he enters a new chapter in his career as an LDO. Thank you, Chief Weber, for the outstanding leadership provided to your NAMTS-enrolled Sailors. With HTCS (SW) Brandon Majors at the helm, the ship is training Sailors in Outside Electrical Technician, Outside Machinist, Shipfitter and General Shipboard Welder/Brazer.
GRADUATES
July—December 2019

Mid-Atlantic Regional Maintenance Center

**NEC - 736B Pump Repair Technician**
- DC1 (SW) Rachel Jeffries
- MM1 (SW/AW) Clinton Calhoun III
- MM2 Dillon Tyler
- MM1 (SW) Charles Berend Jr.
- MM1 (SW) Andy Carrillo
- MM2 Kristine Chua
- MM2 (SW/AW) Kenneth Jeter
- MM3 (SW) Chadwick Jackson
- MM2 (SW/AW) Keiana Morris
- MM1 (SW/AW) Debra Orr
- MMN1 (SW) Marcus Acostarivera

**NEC - 797A Rigger / Weight Tester**
- BMC (SW) Cornelius Addison
- BM3 (SW) Deandre Bailey
- BM2 (SW) Brandon Crissinger
- BM1 (SW/AW) Martavius Curry
- BM1 (EXW) Peter Hansen
- BM2 (EXW) Dylan Jeffers
- BM1 (SW/AW) Camillia Lee
- BM1 (SW) Yue Li
- BM2 (SW) Kenneth Newton III
- MM1 (SW) Derek Read
- BM2 (SW) Rachel Schultz
- EM1 (SW/AW) Brian Smith
- BM2 (SW) Robert Sorke III
- BM3 (SW) Earthan Ward Jr.
- BM2 (SW) Kelsea Webb
- BM2 (SW) Brett Davis
- BM3 (SW) Steven Schaffer
- BM2 (SW/IW) Erin Trujillo
- BM2 (SW) Ray Valle

**NEC - 834A Valve Repair Technician**
- BM2 (SW/AW) Remon Truell
- EM1 (SW/AW) Kendall Gaillard
- MM1 (SW/IW) Kimanie Harriott
- MM2 (SW/AW/IW) Kayla Burns
- BM3 (SW) Abigail Asare
- GSE1 (SW) Anna Sereno
- BM3 (SW/AW) Raven Pritchett
- MM2 (SW/AW) Keiana Morris
- ET3 Dylanne Adams
- MM2 (SW/AW) Ashley Armstrong
- MMN1 (SW) Stephen Ashbrook Jr.

**NEC - 835A Watertight Closure Maintenance Technician**
- MM2 (SW) Roderick Ashley
- DC1 (SW/AW) Sarah Aumiller
- MMN1 Ellieljahenry Bautista
- MM1 (SW/AW) Brandon Baxter
- BMC (SW) Corey Bernardi
- FCC (SW) David Blake
- MMC (SW/AW) Jaime Caceresbeltran
- EN2 Angelia Coleman
- MM3 Nadia Emery
- MM1 (SW) Rizzamae Garcia
- FCAC (SW) Antonio Gregoire
- MM3 (SW) Ashley Gunnoe
- ENC (SW/EXW) Matthew Harris
- FCC (SW) Brian Humbert
- EN1 (SW/AW/IW) Tori Johnson
- MM2 (SW) Shundrikkia Jones
- MM2 (SW/AW) Yolanda Kurniawan
- IC1 Andrea Larussa
- ET2 Molly Leahy
- ET2 Ashly Lowry
- MM2 (SW/AW) Darris Mcentyre
- GSMC (SW) Anthony Mickle
- EM2 (SW) Damodar Paudel
- MMC (SW) Kevin Paulk
- ET1 (SW) Dustin Powell
- BM1 (SW/AW) David Rogers
- STG2 Daniel Savo
- EM2 (SW/AW) Jason Sieh
- MM3 (SW) Emory Smith
- BM2 (SW) Shanita Terry
- EN1 (SW/AW/EXW) Kirk Thompson
- EM1 (SW/AW) Winston Trinidad
- MMN1 (SW) Michael Vega
- EN2 (SW/AW) Tathyane Vilela
- EN1 (SW) Pierre Warraunasby
- GSM1 (SW) Conrad Weaver
- EN2 David Williams
- EM2 Sherry Young
- MM2 (SW) Jordan Youngbluth
- EM1 (SW/AW) Skylar Dailey
- MM2 (SW) Broc Horn
- GSE3 (SW) Varnard Normil

(Continued on page 32)
DC1 (SW) Winzel Cabarrubias  
DC1 (SW) Chad Easley  
DC1 (SW) Justin Fraley  
DCC (SW/AW) Keith Frizell  
EM1 (SW/AW) Michael Herz  
DC2 (SW) Kevin Jones  
DC1 (SW) Jason Parrott  
DC2 (SW) William Seidler  
DC2 (SW) Dakota Shaver  
DC2 (SW) Mark Williams  

**NEC - U08A Gas Turbine Repair Technician**  
GSM1 (SW) Conrad Weaver  
GSM2 Thomas Brown  
GSM2 (SW) Kathren Fox  
GSM2 (SW) Crystal George  
GSM2 (SW) Cody Hein  
GSM1 (SW) Jenay Jones  
GSM1 (SW) George Karuru  
GSM1 (SW) Shaquetta Maloney  
GSM2 Lavon Patrick  
GSM2 (SW) Janelle Witkowski  
GSM2 (SW) Collin Proctor  

**NEC - U11A Gas Turbine Electrical Repair Technician**  
GSE2 (SW) Kenneth Albright  
GSE1 (SW) Spencer Bliss  
GSE2 (SW) Justin Nwanjoku  
GSE1 (SW) Steven Steele  
GSEC (SW) Michael Williams Jr.  
GSE3 (IW) Muzhapabi Mwema  

**NEC - U17A Air Conditioning and Refrigeration**  
MM2 (SW) Kian Lioe  
MM1 (SW/AW) Osmond Shortt  
MM1 (SW) Larry Williams  
MM1 (SW/AW) Marcus Williams  
MM1 (SW) Steven Dawkins  

**NEC - U18A Heat Exchanger Repair Technician**  
MM2 (SW) Anique Ndayishimiye  
MM2 (SW/AW) Phillip Byrd II  
MM3 (SW/AW) Sade Bogan  
GSM2 (SW) Ramsey Gabriel Innabtriesh  
MM1 (EXW) Brad Budihas  
MM3 (SW) Maybellin Cabrera Balladares  
MM1 (SW/AW/IW) Stephanie Faenza  
MM2 (SW/AW) Stephen Maree Jr.  
MM1 (SW/AW) Folorunso Olanrewaju  
EM1 (SW) Mahamadi Ouedraogo  
MM1 (SW/AW/IW) Osmond Shortt  
MM3 Michico Thomas  
MM2 (SW) Paul Walch  
MMC (SW) Ryan Warner  

**NEC - U33A Inside Machinist**  
MR1 (SW/EXW) Seth Dillard  
MR1 (SW/AW/IW) Benjamin Foster  
MR3 Christopher Hood  
MR1 (SW) Mickie Kitchens  
MR3 Bayli Viana  

**NEC - U34A Outside Machinist**  
MMN2 (SW) Lois Land  
MM2 (SW) Joseph Maslan  
MM2 Vidal Roberts  
MM2 April Walden  

**NEC - U39A Outside Electrical Repair Technician**  
EM2 (SW) Corey Bobbitt  
EM2 (SW) Tyler Salas  
EM1 (SW/AW) Winston Trinidad  
EM1 (SW/AW) Trevor Albright  
EM2 (SW) Austin Anderson  
GSE1 (SW) Frederick Asumang  
EM2 (SW) Quintin Brooks  
EM1 (SW/AW) Frank Davis  
EM2 (SW) Gwendolyn Dawson  
EM2 (SW) Sherrill Draheim  
EM1 (SW) Negus Frame  
EM1 (SW) Ryan Greenwood  
EM2 (SW) Kristopher Grinstone  
EM2 Collin Hotz  
IC1 (SW) Corey Howard  
EM2 (SW) Randi Kannenberg  
EM2 (SW) Sean Kennedy  
EM2 (SW) Brenden Kennecke  
EM2 (SW) Janoi Leslie  
EM3 (SW) Amber Lewis  
EM1 (SW) Romaine Loney  
EM2 (SW) Jeremiah Mariano  
EM2 (SW) Patrick May  
EM2 (SW) Joseph Mcgurr  
GSE1 (SW) Niguel Myers  
EM2 (SW/AW/IW) Jeffrey Painter  
EM2 (SW/AW) Erik Palmer  
EM2 (SW) Michael Reid  
EM2 (SW/AW) Kelly Reymont  
EM1 (SW) Jayson Roalllos  
EM2 (SW/IW) Daynae Robinson  
EM2 (SW) Ernest Sosa III  
EM2 (SW/AW) Jason Spaulding  
EM2 (SW) Vanessa Williams  
EM2 Christian Williamson  
EMC (SW/AW) Gary Ching  
EM2 Arik Crane  

**NEC - U47A Shipfitter**  
HT3 Joshua Adebayo  

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GRADUATES

July—December 2019

(Continued from page 32)

HT3 Keante Benjamin
HT1 Joseph Dicaro
HT3 Jondanae Garza
HT3 Jonathan Gasser
HT1 (SW/AW) Maya Gengenbacher
HT3 Eric Grimaldo
HT2 (EXW) Jonathan Hicks
HT3 Caleb Hutson
HT2 (SW) Robert Kinsman II
HT2 Joseph Long Jr.
HT3 Sarah Mullis
HT2 (SW) Michael Osterbuhr
HTC (SW) Chad Simpson
HTFN Andrew Burgess
HT3 Devon Raymond
HTFN Ryland Reveal

NEC - U47A Shipfitter
HT3 Taylor Slaney
HT1 (SW) Justin Spry
HT3 Joyce Valencia
HT1 (SW) Tyler Williams

NEC - U52A Pipefitter
HT1 (SW) Richard Morgan
HT3 Nancy Tlahuepalacios
HT1 (SW) Tyler Williams
HT2 (SW) Justin Spry

Norfolk Naval Shipyard

NEC - 736B Pump Repair Technician
GSM1 (SW) Ashalee Campbell
MM2 (SW) Ahohoenou Fahin
GSM2 (SW/AW) Natonya Groover
MM2 (SW) Ariel Marquis
MM2 (SW) Toby Morrow
MM2 (SW) Shawn Murphy
MM2 (SW) Seth Vasvary

NEC - 761A Hydraulic Repair Technician
MM2 (SW/AW) Jose Herrera

NEC - 834A Valve Repair Technician
EN1 (SW) Dejon Kennedy
MM2 (SW) Nolan Lanag
MMN1 Sean Leipold
MM2 (SW) Darren Mcleod

MM2 (SW) Kevin Rumphol
MM2 (SW) Jasmine Willis
MM2 (SW/AW) Jose Herrera
MM2 (SW) Alfred Abate Jr.
MM2 (SW) Cullen Torbett

NEC - U18A Heat Exchanger Repair Technician
MM1 (SW/AW) Adam Robinson

NEC - U26A Diesel Engine-Governor & Injector Repair Technician
EN2 (SW) Ryan Macmillan

NEC - U33A Inside Machinist
MR1 (SW) Shane Chapman
MR2 (SW) Marshall Darnell

NEC - U34A Outside Machinist
MM1 (SW) Jason Colvin

NEC - U11A Gas Turbine Electrical Repair Technician
GSE2 (SW/IW) Ernest Dadson
GSE2 (SW) Juan Restrepo Velandia
GSEFN (SW/AW) Shin Thant

NEC - U39A Outside Electrical Repair Technician
EM2 (SW/AW/IW) Manuel Barretobonilla
EMC (SW/SCWS/IW) Deshawn Oliver
EM2 (SW) Nathan Wright
EM3 (SW) Colin Bibby
EM2 Joshua Rohe
EM2 (SW) Brandon Wright

NEC - U40A Inside Electrical Repair Technician
EM2 (SW) Gregory Preston
EM2 (SW) Randi Kannenberg
EM2 (SW) Patrick May
EMC (SW) Melissa Garrison
EMN2 (SS) Daniel Gendusa
EMN1 (SS) Kevin Martinez
EMN1 (SS) Charles Mccain Jr.
EMN2 (SS) Ryan Milburn

NEC - U54A General Shipboard Welder/Brazer
HT2 Jeremy Arnold

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (IMF)

NEC - 834A Valve Repair Technician
HTC (SW/AW) Nicolas Qualls
GSMC Joshua Chun

(Continued on page 34)
NEC - U08A Gas Turbine Repair Technician
GSM2 (SW) Nakona Brawner
GSM2 (SW) Devirando Delara
GSM2 (SW) Fatima Mendoza

NEC - 835A Watertight Closure Maintenance Technician
DC1 Asja Jennings
MM2 (SW) Christopher Siegrist
DC2 (SW) Austin Spielmann

Puget Sound Naval Shipyard & IMF

NEC - 736B Pump Repair Technician
MM1 (SW) Joshua Johnson
MM2 (SW/AW) Paul Lewis
MR1 (SW) Jimmy Wang

NEC - 797A Rigger / Weight Tester
MM1 (SW) Joshua Myers
HT2 (SW) Christopher Yant
BM3 (SW) Jonathan Amaya
FC1 (SW) Tyler Rasmussen
BM2 (SW/SCW) Luis Sanchez
HTC (SW) Kyle Timm
ET1 (SW/AW) Johnathon Tuttle
ET1 (SW/AW) Johnathon Tuttle
ET2 (SW/AW/IW) Christopher Williams

NEC - 834A Valve Repair Technician
BM2 (SW) Andrew Lochridge
MR1 (SW) Jimmy Wang
MM2 (SW) Dillon Drenkahnrock
YN1 (SW) Terrance Freeman
MM1 (SW/AW) Abraham Fuentes
MM2 (SW) Scott Lehman
GM1 (SW) Trever Marson
DC2 (SW) Angela Martinezehernandez
FC1 (SW) William Norred
MMC (SW/AW) Restituto Sison III
DC2 (SW/AW) Tao Tian
DC2 (SW/AW) Karlo Zacarias
FC1 (SW) Miguel Butler
DC1 (SW) Solomone Finau
MM3 (SS) Robert Salley

NEC - 835A Watertight Closure Maintenance Technician
DC2 (SW) Angela Martinezehernandez
DC2 (SW/EXW) Dino Godfrey Jr.
DC1 (SW/AW) Selere Muhiga
DC2 (SW) Scott Mowery Jr.
DC1 (SW) Carlos Sanchezrivera
DC2 (SW/AW) Tao Tian
DC2 (SW/AW) Karlo Zacarias
BM2 (SW) Andrew Lochridge
MR1 (SW) Jimmy Wang
DC1 (SW) Brandon Algeo
DC2 (SW/AW) Demetrious Cisneros
DC1 (SW/AW) Thomas Harrison
DC2 (SW/AW) Ryan Rees
EN2 Jameka Gates

NEC - U08A Gas Turbine Repair Technician
GSE1 (SW) Godfred Djanmah
GSM2 (SW) Stephanie Gomez

NEC - U18A Heat Exchanger Repair Technician
MMC (SW) Johnnathan Archbold
MMC (SW) Ethan Blumenthal
MMC (SW/AW/EXW) Adam Bryan

NEC - U34A Outside Machinist
MM2 (SW) Michael Coler

NEC - U39A Outside Electrical Repair Technician
FC1 (SW/AW) Sterling Mack
EM1 (SW/AW) Philip Oades

NEC - U40A Inside Electrical Repair Technician
EM2 (SW) Brandon Lewis

NEC - U47A Shipfitter
HT1 (SW) Brandyn Lafarge
HT1 (SW) Joel Tovar

NEC - U52A Pipefitter
HT2 (SW) Bradley Monroe
HT2 (SW) Justin Washington

NEC - V82B Interior Communications Repair Technician
IC1 (SW) Ryan Grabill
IC2 (SW) Jonathan Hemenway
IC2 (SW) Ashley Martini

Southeast Regional Maintenance Center

NEC - 736B Pump Repair Technician
MM2 (SW) Kristen Albright
GSM3 (SW) David Bell Jr.
MM3 (SW) Dennis Coll
MM2 (SW) Carnilynn Keeney

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GSM2 (SW) Kirk Lyttle  
MM2 (SW/AW) Aaron Wells  
MM2 (SW/AW) Jarrod Wright  

**NEC - 797A Rigger / Weight Tester**  
BM3 (SW) Brooks Best  
BM3 (SW) Sunny Fauer  
BM2 (SW) Quentetta Fornville  
BM3 (SW) Demitri Foster  

**NEC - 834A Valve Repair Technician**  
MM3 (SW) Cassidy Brumbaugh  
MM2 (SW/AW) Lesia Haliburtonlooney  
DC2 (SW) Christopher Harris  
GSM2 (SW) Jasmine Pruitt  

**NEC - 835A Watertight Closure Maintenance Technician**  
FN Signe Wilson  
DC2 (SW) Beau Bockenstette  
BM2 (SW/AW) Rodneika Byrd  
DC1 (SW/AW) Mitch Ferdinand  
DC2 (SW) Quinn Jones  
DC3 (SW) Kerry Mc Cain  
BM2 (SW) Megan Pacej  
DC1 (SW) Habib Seabrook  
DCC (SW/AW) Anthony Wenger  
BM2 (SW/AW/IW) Christopher Amoah  
DC2 (SW) Dequan Fort  
HT3 (SW) Jorge Gilderubio  
DC1 (SW) Mark Parker Jr.  

**NEC - U08A Gas Turbine Repair Technician**  
GSMC (SW) Jonathan Antonio  
GSM1 (SW) Carly Chandler  
GSM2 (SW/AW) Jessica Gonzalez  
GSM2 (SW) Joanna Miranda  
GSM2 (SW) Joshua Spencer  

**NEC - U11A Gas Turbine Electrical Repair Technician**  
GSE2 (SW) Stella Cochran  
GSE2 (SW) Christopher Etchepare  
GSE1 (SW) Taylor Green  
GSE1 (SW) Lena Natta  

**NEC - U18A Heat Exchanger Repair Technician**  
MMC (SW) Kavis Baker  
MM2 (SW/AW) Kenisha Kerr  
MM1 (SW/AW) Garfield Swen  

**NEC - U26A Diesel Engine-Governor & Injector Repair Technician**  
EN2 Jesus Berdecia Jr.  
ENFN Thomas Lee  
EMFN Christopher Martin  
ENFA Antwan Turner  
EM2 (SW) Bryant Miller  
EM2 (SW) Nathan Moore Jr.  

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MM1 (SW/AW) Maria Quinlan
ETN1 (SW) Robert Reko
MM1 (SW/AW) Gary Zhen
MM2 (SW) Thomas Siebo

**NEC - B35A Watertight Closure Maintenance Technician**

CTT1 (SW/IW) Zachary Cooke
EN2 (SW) Michael Huls
DC1 (SW) Erick Borges
PS1 (AW) Grecilen Castilhoventura
DC2 (SW) Kevin Graham Jr.
DC3 (SW/AW) Erik Singleton
BM1 (SW/AW) Isiah Tolin

**ENC - U08A Gas Turbine Repair Technician**

GSM2 (SW) Marvin Billups Jr.
GSM3 (SW) Antoinette Bowen
GSM2 (SW/AW) Stephanie Dasilva
GSM2 (SW) Asa Dickinson IV
GSM2 (SW) Kadia Dixon
GSM1 (SW/AW) Kevin Elliott
GSM1 (SW) Miguel Garciaojeda
GSM2 (SW) Blake Gaspard
GSM2 (SW/AW) Brandon Hayes
GSM2 (SW) Jennifer Larina
GSM2 (SW) Daniel Mccray
GSM2 (SW) Maria Morocosiguencia
GSM2 (SW) Victormelchor Padua
GSM2 (SW) Robert Schindler
GSM2 (SW) Landon Scobey
GSM2 (SW) Robert Tate Jr.
GSM3 Toni Velasquez
GSM2 (SW) Michael Ware
GSM2 (SW) Johnathan Winrow
GSM2 (SW/AW) Nicholas Loiacono
GSM2 (SW) Tj Saeteun

**NEC - U11A Gas Turbine Electrical Repair Technician**

GSE1 (SW) Chikin Diu
GSE2 (SW) Kimberly Hernandez
GSE2 (SW) Lee Irvine
GSE1 (SW) Jose Lares

**NEC - U17A Air Conditioning and Refrigeration**

MM1 (SW/AW) Mayra Avitiaruiz
MMC (SW/EKW) Leigh Barry
MM2 (SW/AW) Christopher Bodden
MM1 (SW) Terance Brinson
MM1 (SW/EKW) Anthony Freeman
MM1 (SW/AW) Kenneth Leonard
MM2 (SW) Sean Cypriano

**NEC - U26A Diesel Engine-Governor & Injector Repair Technician**

EN2 (SW) Antonio Amezquita
EN2 (SW) Darieljade Colcol

ENC (SW) Jacciel Espinoza
EN2 (SW) Joe Fereti
EN2 (SW/AW) Gregory Finley Jr.
EN2 (SCW) Joshua Garmon
EN2 (SW) Cassandra Haynes
EN2 (SW) Jasmine Jernigan
EN2 (SW) Harveyjoshua Macadaan
EN3 (SW/AW) Joshua Marshall
EN2 (SW) Andrew Mccomb
EN2 (SW) Mauri Moran
EN2 (SW) Lonnie Moss Jr.
EN3 (SW) Joseph North
EN2 (SW) Michael Seiders
EN2 (SW) Darlene Vizcainocortez
EN2 (SW) Jazmine Young
EN2 (SW) Joshua Skluzacek
EN2 (SW) Raven Smith
EN2 (SW) Joshua Skluzacek
EN2 (SW) Raven Smith
EN1 (SW) Shakedra Bivens
EN2 (SW) Anjali Em

**NEC - U33A Inside Machinist**

MR1 (SW/AW) Jonathan Calderon
MR2 (SW/AW) Gage Jones
MR2 (SW/AW) Amber Nieves
MR1 (SW) Christopher Prescott
MR2 Tara Riedel

**NEC - U34A Outside Machinist**

MM2 (SW) Robbyjaya Cruz
MM2 (SW) Clarence Dabreo
MMC (SW/AW) Rogelio Heredia
MM2 (SW) Nicholas Hicks
MM2 (SW) Andrew Johnson
MM2 (SW) Shawn Kegley
MM1 (SW) Dean Lawrence
MM2 (SW) Phillip Nieves
MM1 (SW) Roland Quinn
MM2 (SW/AW) Roberto Rosa
MM2 (SW) Christopher Teachey
MM2 (SW/AW) Megan Thompson
MM2 (SW/AW) Satyankit Upadhyayula
MM2 (SW/AW) Itzel Valdez
MM3 Augustine Vasquez
MM2 (SW) Kevin Welch

**NEC - U39A Outside Electrical Repair Technician**

EM2 (SW) Paul Chavez
EM2 (SW/AW) Jasmine Dolphus
EM1 (SW) Marquis Harper
EM2 (SW/AW) Raven Harrishallman
EM3 (SW) Murphy Justinak
EM2 (SW) Damian Killoky
EM2 (SW) Jonathan Kraus

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EM2 (SW) Jian Li
EMN1 (SW/AW) Robert Manning
EM2 (SW/AW) Stuart Mason
EM2 (SW) Alexander Morrill
EM2 (SW) Rache Williamson

**NEC - U40A Inside Electrical Repair Technician**
EM1 (SW) Richard Gonzales
NEC - U52A Pipefitter
HT1 (SW) Thomas Doran

**NEC - V82B Interior Communications Repair Technician**
IC1 (SW) Danny Fajardo
IC2 Tiavonna Harrison
IC1 (SW) Robert Merritt

Trident Refit Facility Bangor, WA

**NEC - 736B Pump Repair Technician**
MM1 (SW) Allen Gates
MM2 (SW) Samuel McNeil Jr.
MM2 (EXW) Shannon Higdon

**NEC - 761A Hydraulic Repair Technician**
GSM1 (SW) Kristofer Black
GSM2 (SW) Spencer Copeland
MM1 (SW/AW) Joseph Temmer
GSM2 (SW) Christian Zimmerman
GSM2 (SW) Trevor Lwin

**NEC - 834A Valve Repair Technician**
MM2 (SW) Dameleon Buckbeecarver
MMC (SW) Samuel Calvert II
MM2 (SW/AW) Jonathan Freeman
GSM1 (SW) Sean Halstead
MM3 (EXW) Andrew Harney
MM1 (SW) Steven Novoa Jr.
MM2 (SW) Minh Phung
MM2 (SW/AW) Charles Seus III

**NEC - 835A Watertight Closure Maintenance Technician**
HT1 (SW/AW) Audon Ariasmartinez
MM2 (SW) Konrad Jachym
HT1 (SW) Derek Bronson
HTFN Mitchell Ott
HT1 (SW/AW) Audon Ariasmartinez
MM2 (SW) Konrad Jachym

**NEC - U17A Air Conditioning and Refrigeration**
MM2 (SW) Kevin Delacruz

**NEC - U18A Heat Exchanger Repair Technician**

---

MM1 (SW) Kyle Ringstrom
MM2 (SW) Konrad Jachym
MM2 (SW) Minh Phung
MMC (SW/AW) Ulysses Biason

**NEC - U34A Outside Machinist**
MM1 (SW) Jason Damico
MM1 (SW/AW) Kevin Dehler
MM2 (SW) Daniel Flagg
MM1 (SW) Anthony Lagoc

**NEC - U39A Outside Electrical Repair Technician**
EM1 (SW/EXW) Ryan Brotonel
EM2 (SW) Dylan Babcock
EM2 (SW) Julio Balisacan Jr.
EM2 (SW) Damon Legereit
EM2 (SW) Michael Miralles
EM1 (SW) Abeeku Nketsiahmills
EM2 (SW/EXW) Kevin Parker
EM2 (SW/AW) Austin Russell
EM3 (SW) Anthony Blair

**NEC - U40A Inside Electrical Repair Technician**
EM2 (SW) Patrick Reding
EM2 (SW) Kyler Acheson
EM2 (SW/AW) Andy Garcia
EM2 (SW/EXW) Andrea Sophier
EM2 (SW/AW) Joseph Brodie

**NEC - U47A Shipfitter**
HT2 (SCW) Creighton Keberleain
HT2 (SW) John Mcguire

**NEC - U52A Pipefitter**
HT2 (SW) Morris Harvey
HT1 (SW) Robert Owings
HT2 (SW/AW) Jennifer Taylor

USS Dwight D. Eisenhower (CVN 69)

**NEC - 834A Valve Repair Technician**
FN (SW/AW/IW) Andrew Raburn

**NEC - U47A Shipfitter**
HTFN Aaron Bolden
HT3 John Hoover
HT3 (SW) Reese Johnson

**NEC - U52A Pipefitter**
HT1 (SW) Kristopher Jacobus

(Continued from page 36)
(Continued from page 37)

Congratulations to all graduates!

USS Carl Vinson (CVN 70)
NEC - U52A Pipefitter
HTC (SW/AW/EXW) Jeffrey Hanke

USS Theodore Roosevelt (CVN 71)
NEC - 834A Valve Repair Technician
EN2 (AW/IW) Kodey Eddington

USS Abraham Lincoln (CVN 72)
NEC - 834A Valve Repair Technician
MM2 Chris James
NEC - U17A Air Conditioning and Refrigeration
MM1 (SCWS) Matheus Ayers
NEC - U18A Heat Exchanger Repair Technician
MM1 (SW) Tyrone Mack

Portsmouth Naval Shipyard
Detachment San Diego
(PNS DET SD)
NEC - U52A Pipefitter
HT2 (SW) Lombert Caneus
HT2 (SW/AW) Lauren Nunnari
HT2 (SW) Thomas Timmons

USS Nimitz (CVN 68)
NEC - U47A Shipfitter
HTC (SW/AW) John Harlan

USS Kearsarge (LHD 3)
NEC - U33A Inside Machinist
MR3 (SW/AW) Matthew Woodward
NEC - U47A Shipfitter
FA (SW/AW) Isaac Swegan

USS George H.W. Bush (CVN 77)
NEC - 834A Valve Repair Technician
MMN3 Derek Browne
MMN2 Raymond Sforza
MMN3 Anoulome Yang
MM2 (SW) Kevin Ayres
MM2 (SW) Bryan Browne

USS Iwo Jima (LHD 7)
NEC - 797A Rigger / Weight Tester
BM1 (SW/AW) Michael Sacco
BM1 (SW/AW) Christen Seawright
BM2 (SW) Orlando Spencer
NEC - U17A Air Conditioning and Refrigeration
MM2 (SW) Justin Phillips

USS Boxer (LHD 4)
NEC - 736B Pump Repair Technician
ABF1 (AW) Bobby Smiley
NEC - 797A Rigger / Weight Tester
BM1 (SW/AW/IW) Manassey Martin
BMCM (SW/AW) Rosa Velasquez
NEC - 834A Valve Repair Technician
ABF1 (AW) Bobby Smiley

NAMTS News 40 January 2020
### NAMTS Training Available at Various Shore Maintenance Facilities

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<th>NEC</th>
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<td>U26A</td>
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</table>
NAMTS Training is Available at these Facilities

- Naval Submarine Support Facility New London (NSSF)
- 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)
- Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF Hawaii) (HRMC)

Puget Sound Naval Shipyards and Intermediate Maintenance Facility Detachment (PSNS & IMF DET Everett) (NWRMC)
- Trident Refit Facility (TRF), Bangor

West Coast Afloat
- USS Nimitz (CVN 68)
- USS Carl Vinson (CVN 70)
- USS Theodore Roosevelt (CVN 71)
- USS Essex (LHD 2)
- USS Boxer (LHD 4)
- USS Makin Island (LHD 8)
- USS America (LHA 6)

East Coast Afloat
- USS Dwight D. Eisenhower (CVN 69)
- USS Abraham Lincoln (CVN 72)
- USS George Washington (CVN 73)
- USS John C. Stennis (CVN 74)
- USS Harry S. Truman (CVN 75)
- USS George H. W. Bush (CVN 77)
- USS Gerald R. Ford (CVN 78)
- USS Kearsarge (LHD 3)
- USS Bataan (LHD 5)
- USS Iwo Jima (LHD 7)
- USS Carter Hall (LSD 50)

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To learn 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 following information.

<table>
<thead>
<tr>
<th>NAMTS Points of Contact</th>
<th>Email Address</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNRMC - Code 900 Director, I-Level Production</td>
<td><a href="mailto:Daniel.Spagone@navy.mil">Daniel.Spagone@navy.mil</a></td>
<td>(757) 400-0090</td>
</tr>
<tr>
<td>CNRMC - Code 910 I-Level Maintenance &amp; Production</td>
<td><a href="mailto:Gary.Evans1@navy.mil">Gary.Evans1@navy.mil</a></td>
<td>(757) 400-2127</td>
</tr>
<tr>
<td>CNRMC - Code 920 I-Level Programs/Knowledge Management</td>
<td><a href="mailto:Scott.L.Buchanan1@navy.mil">Scott.L.Buchanan1@navy.mil</a></td>
<td>(757) 400-2486</td>
</tr>
<tr>
<td>CNRMC - Code 930 NAMTS Program Manager</td>
<td><a href="mailto:Gerald.Schrage@navy.mil">Gerald.Schrage@navy.mil</a></td>
<td>(757) 400-2103</td>
</tr>
<tr>
<td>CNRMC - Contracting Officer's Representative</td>
<td><a href="mailto:Timothy.A.jones1@navy.mil">Timothy.A.jones1@navy.mil</a></td>
<td>(757) 400-2467</td>
</tr>
<tr>
<td>NAMTS Project Manager</td>
<td><a href="mailto:JClarke@fti-net.com">JClarke@fti-net.com</a> (Jill Clarke)</td>
<td>(757) 230-2222 x6122</td>
</tr>
<tr>
<td>Project Team Leader</td>
<td><a href="mailto:CPolk@fti-net.com">CPolk@fti-net.com</a> (Chris Polk)</td>
<td>(757) 230-2222 x6214</td>
</tr>
<tr>
<td>NAMTS Lead</td>
<td><a href="mailto:Jonathan.Russell@valkyrie.com">Jonathan.Russell@valkyrie.com</a></td>
<td>(757) 578-5448</td>
</tr>
<tr>
<td>NAMTS Field Lead</td>
<td><a href="mailto:Arthur.Sisk.ctr@navy.mil">Arthur.Sisk.ctr@navy.mil</a></td>
<td>(757) 500-4630</td>
</tr>
<tr>
<td>Regional NAMTS Coordinator (RNC)-Trident Refit Facility, Bangor</td>
<td><a href="mailto:Robert.Campbell@valkyrie.com">Robert.Campbell@valkyrie.com</a></td>
<td>(360) 315-1800</td>
</tr>
<tr>
<td>RNC - Mid-Atlantic Regional Maintenance Center (MARMC)</td>
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<td>(757) 396-7771</td>
</tr>
<tr>
<td>RNC - Norfolk Naval Shipyard (NNSY)</td>
<td><a href="mailto:Felicia.Reid@valkyrie.com">Felicia.Reid@valkyrie.com</a></td>
<td>(757) 400-2620</td>
</tr>
<tr>
<td>RNC - Southeast Regional Maintenance Center (SERMC)</td>
<td><a href="mailto:Osbert.TeekaSingh.ctr@navy.mil">Osbert.TeekaSingh.ctr@navy.mil</a></td>
<td>(904) 270-5126 x3019</td>
</tr>
<tr>
<td>RNC - Puget Sound Naval Shipyard &amp; Intermediate Maintenance Facility (Everett)</td>
<td><a href="mailto:Gonzalo.Rivera@valkyrie.com">Gonzalo.Rivera@valkyrie.com</a></td>
<td>(425) 304-5507</td>
</tr>
<tr>
<td>RNC - Southwest Regional Maintenance Center (SWRMC)</td>
<td><a href="mailto:Douglas.Scholl.ctr@navy.mil">Douglas.Scholl.ctr@navy.mil</a></td>
<td>(619) 556-4844</td>
</tr>
<tr>
<td>RNC - Pearl Harbor Naval Shipyard &amp; Intermediate Maintenance Facility</td>
<td><a href="mailto:Travis.M.Rupert2.ctr@navy.mil">Travis.M.Rupert2.ctr@navy.mil</a></td>
<td>(808) 473-8000 x6357</td>
</tr>
<tr>
<td>Afloat NAMTS Coordinator - Guam</td>
<td><a href="mailto:Jojo.Uy@valkyrie.com">Jojo.Uy@valkyrie.com</a></td>
<td>(671) 343-6240</td>
</tr>
<tr>
<td>NAMTS Production Equipment Specialist - Lead</td>
<td><a href="mailto:Albert.B.Johnson.ctr@navy.mil">Albert.B.Johnson.ctr@navy.mil</a></td>
<td>(757) 400-2208</td>
</tr>
<tr>
<td>Instructional Systems Designer</td>
<td><a href="mailto:Nate.Brooks@valkyrie.com">Nate.Brooks@valkyrie.com</a></td>
<td>(757) 470-5934</td>
</tr>
<tr>
<td>Corrosion Control Specialist</td>
<td><a href="mailto:Andrew.G.Vasquez.ctr@navy.mil">Andrew.G.Vasquez.ctr@navy.mil</a></td>
<td>(757) 400-2466</td>
</tr>
<tr>
<td>NAMTS Public Affairs</td>
<td><a href="mailto:Kat.Ciesielski@valkyrie.com">Kat.Ciesielski@valkyrie.com</a></td>
<td>(757) 500-4713</td>
</tr>
</tbody>
</table>
To contact our Afloat NAMTS team, please reach out to a team member using the information below:

<table>
<thead>
<tr>
<th>Role</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afloat NAMTS Lead</td>
<td><a href="mailto:Charlie.Lynch@valkyrie.com">Charlie.Lynch@valkyrie.com</a></td>
<td>(757) 578-5181</td>
</tr>
<tr>
<td>Afloat NAMTS Scheduler</td>
<td><a href="mailto:Grabiela.Quinones@valkyrie.com">Grabiela.Quinones@valkyrie.com</a></td>
<td>(757) 578-5342</td>
</tr>
<tr>
<td>Afloat NAMTS Coordinator (ANC) Lead</td>
<td><a href="mailto:Kevin.Bond.ctr@navy.mil">Kevin.Bond.ctr@navy.mil</a></td>
<td>(757) 400-2471</td>
</tr>
<tr>
<td>ANC - West Coast</td>
<td><a href="mailto:LNoble@fti-net.com">LNoble@fti-net.com</a></td>
<td>(619) 259-2278</td>
</tr>
<tr>
<td>ANC - East Coast</td>
<td><a href="mailto:Christian.Padilla3.ctr@navy.mil">Christian.Padilla3.ctr@navy.mil</a></td>
<td>(757) 400-2471</td>
</tr>
<tr>
<td>NAMTS SME EAST - Electrical (Inside / Outside)</td>
<td><a href="mailto:Russell.Lincoln@valkyrie.com">Russell.Lincoln@valkyrie.com</a></td>
<td>(757) 651-2433</td>
</tr>
<tr>
<td>NAMTS SME EAST - Valve / Pump Repair</td>
<td><a href="mailto:Michael.Dengate@valkyrie.com">Michael.Dengate@valkyrie.com</a></td>
<td>(757) 469-2332</td>
</tr>
<tr>
<td>NAMTS SME EAST - Valve / Pump Repair</td>
<td><a href="mailto:Jonathan.BonetSepulveda@valkyrie.com">Jonathan.BonetSepulveda@valkyrie.com</a></td>
<td>(757) 351-3111</td>
</tr>
<tr>
<td>NAMTS SME EAST - Inside Machine</td>
<td><a href="mailto:Rick.Smith@valkyrie.com">Rick.Smith@valkyrie.com</a></td>
<td>(904) 339-1712</td>
</tr>
<tr>
<td>NAMTS SME EAST - Structural (Pipefitter / Shipfitter)</td>
<td><a href="mailto:Alton.Kinchen@valkyrie.com">Alton.Kinchen@valkyrie.com</a></td>
<td>(757) 373-4016</td>
</tr>
<tr>
<td>NAMTS SME CSMP / 3M</td>
<td><a href="mailto:Sharon.Jones@valkyrie.com">Sharon.Jones@valkyrie.com</a></td>
<td>(757) 735-1398</td>
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<tr>
<td>NAMTS SME Logistics</td>
<td><a href="mailto:Anthony.McCauley2.ctr@navy.mil">Anthony.McCauley2.ctr@navy.mil</a></td>
<td>(757) 226-8860 x2468</td>
</tr>
<tr>
<td>NAMTS SME WEST - Electrical (Inside / Outside)</td>
<td><a href="mailto:Rizalito.Antonio@valkyrie.com">Rizalito.Antonio@valkyrie.com</a></td>
<td>(619) 259-2790</td>
</tr>
<tr>
<td>NAMTS SME WEST – Valve / Pump Repair</td>
<td><a href="mailto:Quinten.Taylor@valkyrie.com">Quinten.Taylor@valkyrie.com</a></td>
<td>(619) 292-2298</td>
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<tr>
<td>NAMTS SME WEST - Inside Machine</td>
<td><a href="mailto:Darrell.Monroe@valkyrie.com">Darrell.Monroe@valkyrie.com</a></td>
<td>(619) 259-2240</td>
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<tr>
<td>NAMTS SME WEST - Structural (Pipefitter / Shipfitter)</td>
<td><a href="mailto:James.Armijo@valkyrie.com">James.Armijo@valkyrie.com</a></td>
<td>(619) 259-2442</td>
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