Welcome to the 46th Edition of NAMTS News

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

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

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

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On the Cover

- (Top) MM2(SW) Harley Morton uses an inside micrometer to verify the inside dimensions of a piston gland. (Photo by MM1(SW) Keith Corcel)
- (Left) Aboard USS Iwo Jima (LHD 7), MR1 Bridget Cowne learns how to manufacture a bolt from Valkyrie Enterprises, LLC. contractor / SORCAT Inside Machine SME, Mr. Rick Smith. (Photo by MR3 Maria Guzman)
- (Right) MARMC NAMTS Sailors during a Pump Maintenance Repair Technician Practical. (L-R): MMW1 (SS) Williams and EN1 (SW/AW) Evans (Photo by Jason Nofsker)
NAMTS Stocks Fleet with Tough Sailors

Author: Mr. Scott Curtis, Southeast Regional Maintenance Center
Public Affairs Officer, as extracted from a speech given by Mr. David Hulse, Deputy Director for Commander, Navy Regional Maintenance Center.

There is more to Fleet readiness than getting ships back to sea on time. To keep our ships running at sea, they must be maintained and operated by well-trained Sailors. Commander, Navy Regional Maintenance Center (CNRMC) and the Regional Maintenance Centers (RMCs) are the Navy’s “SEA” school for hands-on, practical maintenance training to develop proficient "Maintenance Warriors" who are competent and confident in their ability to self-sustain their equipment and systems at sea. To that end, Sailors at Southeast Regional Maintenance Center (SERMC) took time out of a busy production day to attend a 30-minute discussion about the importance and benefits of the Navy Afloat Maintenance Training Strategy (NAMTS) program with CNRMC’s Deputy Director, Mr. David Hulse.

“We need to get back to being warfighters. We need to think in terms of, ‘Can I fix my own ship if it takes damage?’ We need our ships to be tough, but we need our Sailors to make them tough. Navy programs like NAMTS help the Fleet achieve its mission by providing battle groups with trained Sailors capable of handling a variety of maintenance challenges,” Hulse said.

“In 1982, when I was commissioned, we were building toward a 600-ship Navy and were preparing to duke it out with the Soviet Union. We didn’t know when it was going to happen, but every time I deployed, they were there. On the west coast, you entered the ‘Bear Box’. When we were in the Med, there was a Soviet destroyer that spent the whole time following our strike group, trying to get close to the carrier. Soviet submarines were always around; we felt like we had to be ready to go all the time.”

Hulse continued, “In 1986 and 1987, if I walked past a worksite and there was a 3rd Class Petty Officer with equipment tagged out, a tool bag and a tech manual on the deck, as long as I saw Sailors working and doing those things, I knew we were good to go.”

However, after the Soviet Union collapsed in the early 1990’s, the United States Navy was left as the lone naval superpower. The focus shifted to other priorities such as humanitarian operations. “But from the standpoint that we had to be ready, as warfighters at sea, that moved to the back of our minds,” Hulse added.

The fallout was to shut down repair facilities, decommission our tenders and many school houses were closed. Some of the things that go with tough ships and tough Sailors were de-emphasized.

Fast forward to 2005, “I’m the Reactor Officer aboard USS Harry S. Truman (CVN 75) on deployment. I can’t say enough good things about the Reactor Department aboard Truman. We never missed a launch cycle, never missed an UNREP (underway replenishment) and we never missed a sea-and-anchor detail because of anything propulsion-related,” said Hulse. “I was really proud of this group, but at one point, I had a distilling plant go down due to a malfunctioning brine pump. A brine pump is a simple centrifugal pump, a very basic piece of equipment. I was absolutely flabbergasted when a Senior Chief Machinist’s Mate stood in my office in 2005, and said he was not comfortable taking apart the brine pump. He wanted me to release a casualty report (CASREP) and fly somebody out to repair it. So, in the space of 20 years, we went from 3rd Class Electrician’s Mates and Machinist’s Mates performing that kind of work, to a Senior Chief telling me he’s not comfortable doing the work.”

Mr. David Hulse, Deputy Director for Commander, Navy Regional Maintenance Center, addresses Sailors from Southeast Regional Maintenance Center about his early career and how maintaining ships has changed over the decades. The Navy Afloat Maintenance Training Strategy (NAMTS) brings maintenance training directly to the Fleet with hands-on training and performing maintenance on different types of equipment.

“We needed a way to get Sailors back to the level of technical competency that we used to have. We realized that maybe someone with a sharp pencil figured out it was cheaper to have a pump overhauled out in town, but the side-effect was that our Sailors didn’t get to develop that skill set,” Hulse added.

In February 2010, the Balisle Report was released, which stated Navy decisions made to increase efficiencies throughout the Fleet had adversely affected surface ship current readiness and lifecycle material readiness. Reducing preventative maintenance requirements and cuts to shore infrastructure were two examples of the detrimental results cited in the report. The Balisle Report also stated that if the surface force stayed on the present course, ships would not reach their expected service lives.

(Continued on page 2)
That is when the decision was made to bring facilities like SERMC back to life. That’s when the NAMTS program was turned over to CNRMC, which was tasked with getting the program back on its feet and invigorating it.

“I personally never worried about the payback for making an investment in a Sailor. In my view, whatever we invest, whether it’s SERMC, a college course or training to make you better, the investment is going to pay for itself. I look at the retention statistics, I look at the promotion statistics, and when I look at the NAMTS program, the numbers align pretty closely with what I was familiar with seeing early in my career as a surface nuke. The Navy has decided to make an investment in you. It’s all there for you, but you need to step-up and take advantage of the opportunities,” Hulse added. “What I’d like to see you doing every day is to cover that lathe with metal shavings. I don’t want to see you counting bar stock; I want to see you have to re-order bar stock and welding rods. If you’re doing that, you’re getting one of these ships in the basin ready for sea. And you’re also adding ‘sets and reps’ to your skill-set.”

“In your life’s journey, it is very much worthwhile to push yourself. You’ve already demonstrated that you’re willing to do it; that statement was made when you showed up at the recruiter’s door. You’ve got to keep pushing yourselves so at every milestone in your life, whether that’s when you get to your next re-enlistment decision or you’re talking to the detailer about that next set of orders, you’ve got as many doors open to you as possible,” he added.

“So the best thing you can do here is work hard and make a mess of that lathe, but don’t forget to clean it up at the end of the day. Run through the bar stock, welding rods, cabling and electrical repair parts. In my view, that’s an investment in the Fleet and that’s an investment in you,” Hulse concluded.

“Mr. Dave Hulse, takes a question from a Sailor assigned to the production department at Southeast Regional Maintenance Center (SERMC). Sailors here learned about the historical significance of the Navy Afloat Maintenance Training Strategy (NAMTS), which gives Sailors increased professional value and an improved ability to meet advancement requirements.

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**NAMTS by the Numbers**

- **Maintenance Competencies Trained**: > 420
- **Sailors Enrolled**: > 2,300
- **2017 Graduates**: 1,023
- **Sailors holding NAMTS NECs**: 2,887
- **Training Sites**: 27
- **NECs Available**: 19

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"We need to think in terms of, ‘Can I fix my own ship if it takes damage?’ We need our ships to be tough, but we need our Sailors to make them tough..."

-Mr. Dave Hulse, Deputy Director for Commander, Navy Regional Maintenance
Material Readiness and Professional Development

By Mr. Dan Spagone, Intermediate Level Maintenance Director, C900 at Commander, Navy Regional Maintenance Center

**Message from the Intermediate Level Maintenance Director**

A s a 32-year career Sailor and government service civilian for the past seven years, I have seen our Navy go through some significant changes. I wanted take this opportunity to explain what CNRMC and the RMCs are doing to improve the material readiness of our ships and support your professional development in the process.

I was fortunate to enlist in the Navy in the 1970’s, when being a technical expert in-rate was highly valued. Everyone wanted to be that Sailor that the Chiefs and Officers could depend on to operate and maintain their equipment and when necessary, troubleshoot and repair said equipment and associated systems. As Mr. Hulse mentioned in the previous article, when we became a naval superpower, our attention was diverted from that mission. Fortunately for you all, today’s Sailors, we have once again found our way to making Sailor training a priority.

When I was tasked with reconstitution of Intermediate Maintenance at the RMCs in October 2010, I looked around the Navy and tried to find the CPOs, LDOs and CWOs with the knowledge and experience to support the Navy Afloat Maintenance Training Strategy. Unfortunately, I found that most of the previously valued maintenance warriors had been moved to the sidelines and / or purged from the Navy. The new approach was to rely on automated technology; the revolution in training included computer-based trainers vice hands-on wrench turning and hot-plants, and of course the majority of work was contracted out. At that same time, the backlog of ship maintenance was growing and the ability to self-assess and self-repair was not to be found. As we started pushing NAMTS maintenance training in the RMCs, we found heavy push-back. Sailors had developed in a Navy that valued college degrees and collateral duties over in-rate technical proficiency. They did what the Navy asked them to do and they did it well; now we were telling them they had to change. Although Sailors have always been the key ingredient to our Navy’s success, for a long period, they hadn’t been trained to fulfill the role of Maintenance Warrior.

At the RMCs, we are entrusted for a very short period of time, to take those sea-going warriors and improve their maintenance skills. We are tasked with providing a meaningful, career-enhancing tour of duty for all Sailors. The Production Departments are the on-the-job training shops; NAMTS training is the Journeyman level training; Maintenance Assist Teams are the planned maintenance system training; and now, Ship Organic Repair Capability Assist Teams (SORCAT) is the Readiness training that ensures the trained maintenance warriors we are developing at the RMCs actually have the tools, equipment, materials and procedures to do the work on the ships when they return to sea.

All RMC codes support CNO availabilities. Our warships are taken out of commission for long periods of time for repair and modernization and are not available to train and fight our enemies around the world. So to support these availabilities, we need to get the assessments, planning, contract bid specifications, long lead time material ordering and the work integration all correct.

The maintenance community focuses on programs and maintenance contract strategies to improve on-time-delivery of ships at the best cost. We preach High Velocity Learning, Lean 6-Sigma and we invest in training our maintenance workforce in their principles. We invest in Quality Assurance and Quality Control training to ensure quality and to identify standards to ensure they are met or exceeded. We train and value a culture of Risk Management to ensure we are aware of the probability and severity of what could happen in any event. We have Safety programs inspecting every aspect of the maintenance community to reduce the chance of a mishap. We invest in assessment teams like Total Ship Readiness Assessment to send the “Pros-From-Dover” down to the ships to assess and document material readiness of the hull, equipment and systems in an attempt to provide a better defined work package on which contractors bid and execute. We invest in technologies that assist us in better identifying corrosion and other deficiencies, as well as other technologies to improve correction of those identified challenges. We track INSURV inspection results and focus on improving those “Worst 10” findings.

While the equipment is much more technologically advanced and the training methods are shorter and more computer-oriented, some things never change; Sailors must operate and maintain equipment to fight their ship!

The key to Maintenance Success is the professional development of Sailors who are equipment and systems operators and maintainers. Sailors, your Navy leadership understands that as the Sailors go, so also does the entire Navy go. They have invested in you with restoration of Intermediate Level maintenance, NAMTS NECs, MATs and SORCAT, and they want you to succeed. This is your opportunity and I suggest you learn everything you can about it, earn every NEC you can and take advantage of it so you are better prepared to Operate your Equipment, Maintain your Equipment, Fight your Ship!

"No matter what ships we bring online, how we maintain them, how many people we have, at the end of the day we have to make sure we are properly trained."

-ADM John M. Richardson, Chief of Naval Operations
By Charlie Lynch, Ship Organic Repair Capability Assist Team (SORCAT) Project Manager

SORCAT Soars Throughout the Fleet

As a result of the maturation of the NAMTS program CNRMC has implemented the next phase of Intermediate Level Maintenance production enhancement with the Ship Organic Repair Capability Assist Team (SORCAT). This initiative focuses on determining the effectiveness of the NAMTS program and also assists the U.S. Navy’s Surface Fleet in gaining and/or maintaining the ability and confidence in organic repair capability. In addition, this initiative supports the enhancement of the Strike Force Intermediate Maintenance Activity’s (SFIMA) capabilities. The program’s objectives are designed to assist in reviewing, correcting and documenting ship’s organic Hull, Mechanical & Electrical (HM&E) repair capabilities and identifying and aiding in filling gaps in repair personnel, training, equipment and material.

SORCAT was rapidly stood up from concept in June 2017, to establishing a pilot program and conducting six SORCAT ship visits by the end of the December 2017 and an additional six as of the end of January 2018. Visits were conducted aboard CVN, LHD, LPD, LSD and DDG classes of U.S. Navy vessels. In that short time, the team assessed over 3,500 repair capability line items, assisted ship force in addressing 245 findings and successfully corrected 67 findings. By advising, instructing and correcting deficiencies in shipboard machine shops and repair facilities, logistical and administrative support and practical knowledge-sharing, the program is providing an immediate impact to improved organic ship repair across the Fleet!

SORCAT is especially beneficial as it sheds light on the challenges that exist as we assist the Navy in the return to the concept of SFIMAs aboard ships. The training and equipment shortfalls, complexities of logistic support for installed equip-
NAMTS Launches SORCAT

(Continued from page 4)

posed to be a huge help to the Fleet. Mr. Lynch stated in a recent SORCAT in-brief, “Our team is going to determine what repair equipment a ship is supposed to have according to their Ship’s Information Book and ship’s drawings; they will then determine what equipment they actually have aboard. Of that inventory, what works? Are there required Navy Enlisted Classifications (NECs) for the equipment? Does the ship have the required NECs aboard and are they working in the NEC Billet? Are there applicable NAMTS NECs for the equipment? How many NAMTS NEC holders are aboard? And is the equipment supported logistically (PMS, Tech Manuals and Material)?” Answers to these questions will help gauge what resources, tools and Sailor knowledge are available to the ship’s organic repair capabilities.

Subject Matter Experts

The team of SMEs will be assisting with the following areas of repair capabilities:

- In-Process Quality Assurance
- Industrial Plant Equipment
- Repair Equipment Technical Library
- Training & Development / Manpower
- Rigging and Weight Handling
- Electric Motor Repair / Motor Rewind
- Structural Repair Welding / Brazing
- Outside Machine
- Inside Machine
- 2M/MTR and FCA (Field Calibration Activity)

To accomplish these goals, CNRMC has established a team with over 250 years of experience with the U.S. Navy. The East Coast Team Leader is Mr. John Zuhowski, a retired Surface Warfare Officer. Originally from Easton, Maryland, he graduated from the United States Naval Academy in 1991, earning a Bachelor of Science degree. He also has Master’s Degrees in Public Administration and in National Security Affairs and Strategic Studies. Mr. Zuhowski held command on two ships and had a diverse background of assignments that included tours in Engineering as Auxiliary Officer and Electrical Officer, the U.S. Naval Academy Waterfront Maintenance Officer and designation as a Ballistic Missile Defense (BMD) Officer.

Most of the SORCAT members are retired U.S. Navy personnel and all are enthusiastic about getting back aboard ships helping Sailors become self-sufficient at sea. They are here to provide assistance, not to inspect and report. If they find a shortfall in capability, then the team member will assist ship’s force in immediate resolution (i.e., provide tech manual, conduct training) or take an action item for SORCAT to research and provide recommendation / resolution during follow-up visits.

A few examples of SME experience includes:

- Richard J. Smith, a retired Master Chief Machinery Repairmen, has 30 years of naval service. Mr. Smith serves as SORCAT’s Inside Machine SME with experience in engineering marine propulsion, combat systems and weapons and deck department equipment, combined with various other HM&E shipboard repair capabilities. He specializes in advanced Engine Lathe, Milling Machine and Computer Numerical Control machine shop procedures.

- Mike Dengate, a retired Machinist Mate with 20 years of naval service, also has 17 years in the civilian maritime repair industry. Mr. Dengate serves as SORCAT’s Outside Machine Shop SME with experience in Main Propulsion Maintenance, Boiler repair and specializing in the planning, disassembly overhaul and installation of valves and pumps.

- Chad Woodward, is a former Aviation Electronics Technician and serves as SORCAT’s Senior Logistics Specialist. His experience includes providing logistic support to maintain and operate 1100KW diesel generators, pump, boilers, piping, hydraulic, and electrical systems. He specializes in technical data support and management to include Navy’s Hull Mechanical and Electric (HM&E) Planned Maintenance System (PMS) and technical manual program management, performing Logistic Assessments (LOGSAT) to identify configuration and Integrated Logistics Support (ILS) items. In addition, he provides support services in development and updates of digitally formatted Technical Manuals (TMs) in SGML format based upon the Technical Manual Deficiency Evaluation Reports (TMDERs).

- Darrohn J. Bickford, a retired Chief Boatswain’s Mate with 24 years of naval service, serves as SORCAT’s Weight Handling and Rigging SME. He provides a wide range of experience in all matters pertaining to weight handling gear, pulley systems, hoists, winches, weight testing and cranes aboard U.S. Navy afloat units.

Scheduling

SORCAT is a continuous process focused toward ship deployment and will compliment Fleet-wide inspections. The process will start approximately 15 months prior to deployment.

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A ship’s SORCAT schedule will generally be outlined as follows:

**SORCAT schedule (D # = number of months pre / post deployment)**

- **D-15** – analysis of Fleet-wide inspections for issues that affect organic repair capability, review of Allowance Parts List / Allowance Equipage List (APL/AEL), Planned Maintenance System (PMS), Current Ships Maintenance Project (CSMP), configuration documentation, Casualty Reports (CASREPs) and manpower.
- **D-12** – initial brief / Industrial Plant Equipment (IPE) site inventory and delivery of self-assessment capabilities sheets.
- **D-11** – assist team review self-assessment results and provide recommendations to strengthen organic repair capability.
- **D-9** – SORCAT visit aboard.
- **D-6** – quarterly follow-up.
- **D+3** – post-deployment debriefs, gather lessons learned.
- Continue to provide outreach to address training gaps.

SORCAT scheduler, Ms. Grabiela Quinones, is a former U.S. Navy Engineering LDO with over 24 years of engineering repair and management experience. Her expertise ranges from Main Propulsion Maintenance Repair to include HM&E systems on Steam and Gas Turbine platforms to determining overall material and operational readiness of all U.S. Navy ships’ engineering systems and personnel in the Atlantic Fleet within established criteria ensuring adequate engineering manning and strict adherence to procedural compliance. In addition, she specializes in budgeting, planning, execution and tracking of TY-COM, NNSY, SPAWAR, Capstone and JSF Alterations of multiple CNO Availabilities by establishing liaison with project management teams which makes her perfectly suited for the role of SORCAT Scheduler.

Ms. Quinones has been in touch with several ships and can be reached at grabiela.quinones.ctr@navy.mil.

**Going Forward**

SORCAT will be establishing or refining a *Ship Organic Repair Capability Standard* for each ship class. Initially, this will be a capabilities catalog for each class of ship, but eventually, there will be one for each specific ship. This will enable SFIMA Coordinators to know exactly what capability their Strike Force has when it deploys.

SORCAT members are excited to assist the Fleet and look forward to helping our Sailors overcome challenges.


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(Continued from page 5)
SME Spotlight

Mr. Richard J. Smith is a retired Machinery Repairman Master Chief who served in the U.S. Navy for 30 years. He serves as SORCAT’s Inside Machine SME with experience in engineering marine propulsion, combat systems, weapons and deck department equipment, combined with various HM&E shipboard repair capabilities. He specializes in advanced Engine Lathe, Milling Machine and Computer Numerical Control machine shop procedures.

Mr. Smith, also serves as the SORCAT Lead for Naval Station Mayport. In this capacity, he has conducted over 68 visits to ships at the installation. He has assisted ships in getting technical manuals, properly identifying stock material, conducting training, inventorying tools, conducting repairs and obtaining vendor quotes. Some of the repairs he assisted the ships in conducting have included repairing a MR Shop hydraulic press and a Vertical Milling Machine, as well as assisting in the removal of a broken tap located inside a fire pump casing and assisting in the repair effort for a Wells-Index Milling Machine’s broken Brake Assembly. Mr. Smith was also integral in locating a Machinery Repairman to go TAD aboard a deploying ship; without this Sailor, the ship would have had no machining capability during its deployment.

This is the foundation of what SORCAT aims to achieve; the SORCAT’s goal is to help ships address issues with Manning, Material and Equipment. Thanks to Mr. Smith and other SMEs like him, SORCAT continues to help the Fleet!

SORCAT has:

1) Identified numerous Milling Machines in the Fleet have problems with their Rapid Traverse attachments either being defective or partially effective. SORCAT has recommended a suitable replacement part, Servo Power Feeds ECF-T-140 Base Unit Table / Cross Feed that meets or exceeds quality standards and is more cost-effective than what is being used on current milling machine models.

2) Assisted the Machinery Repair Shop aboard a LPD in the construction of dowel pins to support repairs of an attached lube oil service pump.

3) Assisted a LHD which required the manufacturing of a 5/8-11 UNC 12-point bolt for one of their aircraft hold down adapters. The stock system showed that none were aboard or available in the stock system. The ship’s Machinery Repairmen took another bolt as a sample, measured it, indexed the number of divisions and with training provided by the SORCAT Inside Machine SME, was capable of producing (for the first time in the Sailor’s career), a bolt that meets the requirements for aircraft hold capability.

4) Provided ships with 235 Allowance Parts Lists, 324 Allowance Equipage Lists, 179 Technical Manuals, 202 NAVSEA Ship’s Drawings and 49 National Stock numbers to support parts procurement.

5) Identified a Machinery Repairman (MR) shortfall on a LPD, which affected their ship organic repair capability. With SORCAT assistance, a MR was identified and has reported aboard TAD for their deployment.

6) Identified carbide grinding wheel shortfalls on a DDG and was able to assist the ship in correcting their shortfall with a transfer of parts from a CVN to restore pedestal grinder capability.

7) Identified rigging 1/2” screw pin shackle shortfalls on LSD and LHD platforms and was able to assist the ships in correcting their shortfall with transfer of excess parts from CVNs.

8) Identified beam clamp shortfalls on DDG and was able to assist the ship to correct their shortfall with transfer of excess parts from a CVN.

9) Assisted ship’s force with troubleshooting and repairing a Lodge & Shipley Lathe, restoring full range of saddle travel and restoring the lathe to 100% capability.

10) Assisted ship’s force with troubleshooting a MR Shop Surface Grinder that had an electrical issue; the issue was corrected, restoring the grinder to 100% capability.

Sailor Awarded Spot NAM

SORCAT identified a DDG Milling Machine traversing screw had sheared

SORCAT assisted ship’s force MR3 who removed the head unit, went to local RMC machine shop where MR3 used the technical manual, removed the sheared screw and manufactured a replacement (pictured) earning himself an on the spot Navy Achievement Medal.
SORCAT Ship Visits

Visits Conducted to Date

Visits Tentatively Scheduled through April 2018

Assistance Provided Separate from a Scheduled Visit (on an “As-Available” Basis)
NAMTS Notes

NAMTS Changes and Updates since July 2017

⇒ October 2017, all JQRs were revised to add Shipboard Safety Practices & Awareness Fundamentals and Fiber Optic General Safety and Awareness.

⇒ December 2017, submitted changes to NAVMAC for Heat Exchanger, Shipfitter, Hydraulics Repair Technician, Pipefitter, and General Shipboard Welder / Brazer JQRs to add the DC rating to the list of source ratings.

⇒ January 2018, Pump Repair Technician JQR was updated to remove an obsolete Hydrostatic Test Gauge Set.

⇒ January 2018, Electronics Technician and Electrician’s Mate ratings were added as source ratings for Interior Communications Repair Technician JQR.

⇒ January 2018, NRMC submitted request to NAVMAC to open Rigger / Weight Tester NEC open to all rates.

⇒ August 2017-January 2018, reviewed and updated over 4600 test bank questions for accuracy and validity. All new test banks have been built and implemented for tests for all JQRs.

Upcoming NAMTS Changes

⇒ March 2018, 14 of 18 NAMTS NECs will change as a result of the Navy Enlisted Rating Structure overhaul. The new NECs are listed in the table on page 34.

Visit the Navy Personnel Command webpage at the link below for more information:
http://www.public.navy.mil/bupers-npc/Pages/default.aspx

NAMTS Program Manager Note

Definition of a NAMTS General Shipboard Welder and Brazer (GSWB)

The NAMTS GSWB JQR and associated NEC 4957, is designed to provide instruction and proficiency for Sailors who perform specific welds and brazes that are required regularly in the Fleet. These Sailors are familiar with welding and brazing in categories D, E, and F and may be authorized to perform Category F welding. Category F welds are repairs performed on "minor structure" assemblies, where the possibility of failure is remote, and failure would not result in danger to the ship itself or its personnel.

JFMM VOL V, Part I, Chap 4.5*, defines Category F welds as:

4.5.2 Minor Structure Components
a. The following list identifies components which are considered "minor structure":
   (1) Nonstructural joiner bulkheads/non-watertight bulkheads.
   (2) Partitions, lockers and gratings.
   (3) Non-ballistic wire way and ventilation trunks.
   (4) Pipe Hanger Brackets not attached to hull and are non-critical.
   (5) Cableway Brackets not attached to hull and are non-critical.
   (6) Galley fixtures.
   (7) Label plates, name plates.
   (8) Furniture.
   (9) Hand railings.
   (10) Operating platforms.
   (11) Hand-grabs and ladders.
   (12) Weld fills for deck plates.
   (13) Stuffing tubes above weather decks.
   (14) Ventilation and air conditioning ducts.
   (15) Protective covers for gear belts and chain drives.
   (16) Vents, overflows and drains.

b. Some specific examples are:
   (1) Welding corners on lockers and rack pans fabricated by the sheet metal shop.
   (2) Fabricating and weld framing for non-watertight doors, false bulkheads and office desks.
   (3) Fabrication of collars for gas cylinders.
   (4) Fabrication and welding of pipe hangers, cable hangers and ventilation hangers for systems which have operating pressures less than 50 psi or temperatures less than 200 degrees F.
   (5) Brazing of funnels for later installation in shipboard gravity drain systems".

*JFMM VOL V, 19 September 2017
Director, Fleet Maintenance U.S. Fleet Forces Command Rear Adm. Mark R. Whitney and Commander, Navy Regional Maintenance Center Rear Adm. James P. Downey were on hand for Mid-Atlantic Regional Maintenance Center’s (MARMC) Navy Afloat Maintenance Training Strategy (NAMTS) graduation Feb. 12 at Naval Station Norfolk in Norfolk, VA.

MARMC’s NAMTS program offers their Sailors the opportunity to earn 14 out of the program’s 19 Navy Enlisted Classifications (NECs). Sailors enrolled in the NAMTS program are able to receive on-the-job, rating-specific training with the goal of returning a better-rounded Sailor to the Fleet.

This was the largest NAMTS graduating class in the program’s history with 141 Sailors earning certificates as Shipfitters, Pipefitters Valve Repair Technicians, Rigger / Weight Testers, Welder / Brazers, Outside Electrical Repair Technicians, Outside Machinists, Heat Exchangers and Watertight Closure Maintenance Technicians.

Whitney presented the graduates with their certificates and congratulated them on their accomplishments, while Downey spoke to the graduates briefly about the importance of NAMTS.

“We are really relying on you all to take this knowledge and teach the Sailors on the ship, as well as fill in the intermediate-level area to allow us to return these ships back to their operational state,” said Downey.

“We have a significant number of ships, approximately a hundred, coming into availabilities. We are very much reliant on the capabilities you have learned and also for you to move forward and teach those Sailors aboard ship how to maintain those systems,” he added.

“The Secretary of Defense has three priorities: readiness, wholeness and future capabilities,” said Whitney. “The future capabilities are the drive to get to a 355 ship Navy. Readiness is all about afloat maintenance. Wholeness is all about afloat maintenance. Future capabilities are all about afloat maintenance. What does the AM in NAMTS stand for? Afloat Maintenance. That’s you; that’s you now at the RMC, and that’s you when you go back to the ship,” he said.

“When you leave MARMC and head back to your ship, I challenge you to do everything you can to fix it first; we have gotten too comfortable at just flying a casualty report request for tech assist. Fix and use what you have learned here and be proactive aboard your ship. Attempt to fix it yourself first and if you can’t, then ask for help. Afloat Maintenance is you; you’re in all three priorities of the Secretary of Defense and in the way this is headed.”

NAMTS training is available to Sailors on shore duty at Regional Maintenance Centers (RMCs), Intermediate Maintenance Activities or Facilities (IMAs or IMFs), shipyards, aboard tenders, as well as those stationed on ships undergoing extended maintenance availabilities.

For more information about NAMTS, visit: https://www.portal.navy.mil/crmc/namts (Common Access card (CAC) enabled site).
Built on a rich history with traditions of quality, craftsmanship, and technical innovation, America’s shipyard continues to build on its reputation as a premiere ship building and modernization facility. Recently celebrating its 250th anniversary as the oldest federally owned shipyard in the United States, Norfolk Naval Shipyard (NNSY) continues to deliver finished projects on time, on budget, and to exacting quality standards. Expectations of quality, cost control and timely delivery were highlighted in the command’s FY-2017 rally call, “Meeting the Mark,” projecting a coordinated effort to meet shipyard goals for the year.

The “Meeting the Mark” rally call is also relevant to the NAMTS program at NNSY, which had its own set of goals for 2017. The loftiest goal for 2017, was qualifying 40 Sailors in NAMTS for the year. Analyzing numbers from the year prior, NAMTS leadership determined that achieving the goal of qualifying 40 Sailors during the year would be a feasible challenge. Through hard work, determination and Sailor motivation, the NAMTS program achieved that goal by August 2017, far exceeding expectations. From that point on, it was all about embracing NNSY’s FY-2018 rally call, “Raising the Bar”. By the end of 2017, NNSY had qualified 54 Sailors in various NAMTS skill areas for the year, setting an impressive precedent for 2018. NAMTS training emphasizes the use of subject matter experts, real world instruction and training aids, which enable Sailors to get the very best training possible while completing their daily tasks. With the training infrastructure at NNSY firmly established and centered on quality and integrity, 2018 should be another great year for NAMTS at Norfolk Naval Shipyard.

Interactive Training Aids:

Using valves salvaged from the Integrated Solid Waste Division at NNSY, Sailors have created interactive training aids to assist in NAMTS Valve Repair instruction. Coupled with computer-based virtual training programs, Sailors can receive in-depth NAMTS valve training in a classroom setting without stepping foot in the Controlled Industrial Area of the shipyard. These training aids help provide a solid foundation for valve part identification, nomenclature and functionality.

In addition to valve repair, NNSY has also acquired a training aid for diesel repair in the form of a P-100 engine cutaway. This unique training aid gives Sailors an inside look at the inner workings of an engine and allows instructors to describe in detail, the process of internal combustion. Sailors also have access to computer-based virtual training programs that cover Colt Pielstick diesel engines, various types of pumps and valves and other training topics beneficial to helping sailors become well-rounded.

The NNSY NAMTS program has enjoyed outstanding support from command leadership and numerous 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 prove its importance to enhancing Navy maintenance initiatives and increasing Sailor readiness across the Fleet.
PNSY Detachment San Diego and PSNS & IMF Bangor

By Doug Scholl, Regional NAMTS Coordinator

PNSY Detachment San Diego Expands its NAMTS Program

When good just is not good enough, you strive for better! With five consecutive months of one hundred percent completion and with three additional dual NAMTS NEC holders onboard, Command NAMTS Job Qualification Requirements (JQR) Coordinator, HT1 (SW/AW) Jeffrey Meginness, continues to speak to other shops about the benefits of the NAMTS program.

In November 2017, MMN2 (SS) Joseph Sawyers enrolled into the NAMTS Valve JQR to pilot the JQR area. SWRMG Valve Shop has offered assistance if any road blocks are identified or production work at Portsmouth Naval Shipyard Detachment - San Diego (PNSY Det-SD) drops to a point when MMN2 Sawyer would be impacted in completing the JQR. Before MMN2 Sawyer could even enroll, HT1 Meginness had to identify subject matter experts who will be the authorized signers and receive command approval to implement the new JQR.

December 2017, saw HT2 (SW) Lombert Caneus as the first enrolee to pilot the NAMTS General Shipboard Welder/Brazer JQR. HTCS (SW) Michael Johnson, Command Senior Enlisted Advisor, sees the JQR as a platform to gain valuable knowledge and develop the kinetic abilities as a path to create the next advanced welders, especially for the hull technicians (HT) arriving and developing junior Hull Technicians and assisting in growing the NAMTS program. HT1 Meginness’ tour at PNSY Det-SD is coming to a close with orders to transfer to USS Emory S. Land (AS 39), a NAMTS Afloat Training Activity (NATA), where he’ll be able to continue developing junior Hull Technicians and assisting in growing the NAMTS program. HT2 (SW) Christina Cummins is relieving HT1 Meginness as the Command NAMTS JQR Coordinator for PNSY Det-SD. She is looking forward to expanding the program even further in 2018.

By Sandra Hinz, Regional NAMTS Coordinator

Diesel Engine Repair Added to IMF NAMTS

Diesel engine repair is a vital skill that is necessary to maintain Navy ships and submarines. To make sure Sailors can develop that skill, Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bangor recently added diesel engine training to the command’s NAMTS program.

Engineman 2nd Class (SW) Andrea Vargas, currently Intermediate Maintenance Facility’s (IMF) only assigned Engineman, successfully completed the Valve Repair NAMTS qualification. She was interested in the diesel engine qualification to help her with career progression.

“When working on the valve NEC, I learned so much in such a short amount of time from subject matter experts. It was a great experience and I can proudly say I use knowledge gained through NAMTS daily. I look forward to learning more about diesel engines,” said Vargas.

She also agreed that there are lots of benefits to implementing this training at IMF. “Working on this NEC could greatly improve advancement scores and potentially influence the outcome of making rank or not,” she said. “And not only will it benefit us in the Navy, but also in the civilian world if we desire to continue that type of work.”

Increasing in-rate knowledge is only one advantage to implementing this training at the command. Vargas said she will also have the opportunity to work with a qualified Diesel Engine Inspector and will be afforded the opportunity to obtain hands-on training from a true expert.

“In recent years, the overall level of knowledge with regard to diesel engines within the Navy has atrophied, resulting in more maintenance becoming correctional. This is exemplified within the formal training community, with classrooms becoming less and less practical and more computer-based,” said Tom Tucker, Naval Sea Systems Command Diesel Engine Inspector.

When Tucker learned of the NAMTS program and its expectations, he eagerly accepted the opportunity to work with Vargas. “I fully support any method that will allow a greater interaction of thoughts, ideas, and processes,” he said. Tucker’s assistance will ensure Vargas gets the exposure and experience needed to be successful in this program and her future endeavors.

The NAMTS program for IMF offers many options for Sailors to grow and expand their knowledge and skill sets while assigned here. Adding the diesel engine qualification creates one more opportunity to provide the Fleet with skilled, knowledgeable well-rounded Sailors.
When High Standards are the Only Answer

By Doug Scholl, Regional NAMTS Coordinator

Southwest Regional Maintenance Center’s (SWRMC) Regional NAMTS Coordinator, Doug Scholl, was recently asked, “In light of the incidents with USS Fitzgerald (DDG 62) and USS John S. McCain (DDG 56), how will NAMTS training be affected?” The simple answer was, “It won’t be affected. SWRMC has already set high standards for all of their graduates.”

Without reading the summary reports or official investigations into these incidents, to view the pictures of the damage both ships incurred at the waterline, it is a testament to the material readiness, Sailor preparation and quick responses by both crews. The simple fact that neither ship suffered progressive flooding past the first undamaged boundary saved both ships physically and saved both crews from a further loss of life. While other factors were the primary focus during the investigation, one fact cannot be overlooked. USS Fitzgerald has a NAMTS Watertight Closure Repair graduate onboard. Based on CNRMC survey responses, more and more Commanding Officers continually commend and request additional NAMTS graduates. Therefore, we have a responsibility to ensure those NEC holders are held to the highest of standards.

DC2 (SW) Marissa Choe, DC2 (SW/AW) Ricardo Broughton, DC1 (SW) Ethan McGee and DC1 (SW) Camille McDonald have created and maintained a training program where exceptional performance is the rule. This is evident in their training boards and mock-ups showing every single component used in the variants of hatches and scuttles, which includes the most recent Machinery Alterations (MACHALTS) components. They have manufactured complete frames, doors, and scuttles, which after every graduate rebuilds, they must perform straightness and chalk tests on prior to receiving a signature for completion of those tasks. The oral board is grueling as well, as Sailors have to answer challenging questions to receive a passing score; they must also be recommended for the NEC. The Watertight Closure Skill Area Coordinator, BMC (SW/EXW) Michael Ronga, requested to complete the Watertight Closure Repair JQR prior to his rated Rigger Weight Tester JQR. He said, “If I’m designated in writing to oversee the program for my area, I better know as much as my subject matter experts do.” Every Sailor, regardless of rank or rate, has one standard to pass the Watertight Closure Repair Oral Board. Many a Sailor has had to endure a second oral board, after remediation and their infamous “murder board” to achieve that passing score.

SWRMC Code 922, Watertight Door and Closure Shop, doesn’t keep this knowledge in house. The NAMTS Team has been instrumental in graduating Damage Controlmen, and several other rates onboard Selective Modernization Program.

Ships this year including USS Cowpens (CG 63), USS Chosin (CG 65) and most recently, USS Cape St. George (CG 71). There have been 25 graduates this year including not only Hull Technicians and Damage Controlmen, but our first and second Operations Specialist rated Sailors. SWRMC currently has Electrician’s Mate Nuclear, Engineman, Electronics Technician, Interior Communications Repair Technician, Master at Arms, Navy Counselor, Personnel Specialist and Sonar Technician-Surface-rated Sailors as 2017 opened the Watertight Closure JQR to all Sailors.

Code 922 and Code 912 Material Assistance Teams (MAT) deliver not only material support directly to our waterfront deck plates, but ensure shipboard Sailors assigned to them during the availability receive requisite background knowledge into materials delivered, components overhauled and replaced, cause of failure, and proper preventive maintenance. This ensures repairs will persevere through future maintenance cycles. All DC and HT rated Sailors, currently on these MAT teams, hold a NAMTS Watertight Closure Repair NEC. Due to this forethought, the ship’s crews are being introduced to the NAMTS program without even knowing it. Thus far, MATs have performed nine visits aboard San Diego homeported ships including the newest LCS class of ships.

No Sailor, regardless of rank, pulls away from the pier with the expectation of having to defend their ship from being torn asunder. However, we try and prepare for that possibility with faith in our ships, our Sailors and our training. One major factor affecting this is the material readiness established aboard the ship, which assures Sailors react to any casualty with professionalism, discipline and steadfastness. These traits will assist in restoring the ship, keeping it afloat and minimizing the loss of life. Ships manned with NAMTS graduates will always have the advantage of technically-skilled Sailors who have been trained and qualified to the highest of standards.
One of the most exciting and beneficial attributes of the NAMTS program is its availability to Sailors who have wide-ranging professional backgrounds. Although there are prerequisites and limitations on some training requirements that cater to specific Navy rates, there are a few NAMTS JQRs that are available to any Sailor. Among those who have the most to gain from the program are nuclear-trained maintenance technicians. At Norfolk Naval Shipyard (NNSY), nuclear-trained Sailors have a unique department designed to render services to aircraft carriers and submarines with respect to vital nuclear components. The Nuclear Repair Maintenance Department (NRMD) at NNSY carries out their work by facilitating intermediate and depot-level maintenance solutions to the nuclear fleet by providing in-shop services, pier-side assistance and fly-away teams for global mission readiness.

In April 2017, Sailors from NRMD visited NNSY’s Regional NAMTS Coordinator’s office seeking more information about the NAMTS program, which was briefly discussed at command indoctrination. After learning more about the many benefits of earning a NAMTS qualification, these Sailors began enrolling in the NAMTS Valve Repair JQR. Weeks later, six of those Sailors finished their qualifications and have earned the NEC Code 95AB for NAMTS Valve Repair Technician. Five of those Sailors have since enrolled in additional NAMTS training JQRs such as Pump Repair Technician and Outside Electrical Repair Technician. Several others NRMD Sailors have also started pursuing their first NAMTS NEC. As word spreads of the benefits of NAMTS training, more and more Sailors are taking advantage of the opportunity to improve their rate and maintenance knowledge.

Stepping up

A few NRMD Sailors in particular made an even bigger commitment to the NAMTS program by volunteering to help manage the Valve Repair skill area for NNSY. MMN2 (SW) Whitley and MMN1 (SW) Lucini have quickly assumed leadership roles in the program by being designated by the command as the Valve Repair Skill Area Coordinator (SAC) and as JQR Qualifiers. Asked what he felt about NAMTS and the training he received, MMN2 Whitley replied, “As a nuke, the program provides an avenue for me to set myself apart from my shipmates and gain a more broad understanding of valve and pump maintenance. As my career progresses, senior leadership will begin to recognize me as the go-to person to handle emergent repairs wherever I may be stationed.”

Through continued support and cooperation with MARMC, the Valve Repair training program at NNSY will continue to thrive. With NAMTS, Sailors have an opportunity to further their careers through improved technical knowledge, achieve better advancement scores and gain invaluable experience for military or civilian application.

NAMTS Fiber Optic Technician Coming in 2018

To address the Navy’s need for increased fiber optic training for the Sailors who are charged with maintaining and repairing fiber optic cables and connections, CNRMC and the NAMTS Technical Support team finished drafting and are preparing to submit the NAMTS Fiber Optics Technician course to Naval Surface Warfare Center Dahlgren Division, Fiber Optics Section for Curriculum Review. This training will be offered at the Regional Maintenance Centers located in Norfolk, Virginia; Mayport, Florida and San Diego, California. In accordance with Naval Sea Systems Command Drawing 8477552, CNRMC’s fiber optic training program is designed to ensure Navy shipboard fiber optics programs are in accordance with Navy standards, provide confidence that the Sailors are receiving accurate Navy shipboard fiber optic training on current methods and procedures, and on Navy qualified/approved fiber optic components. Upon completion of the NAMTS Fiber Optic Technician qualification awards a NAMTS NEC to a Sailor which indicates they have gained knowledge and proficiency in shipboard Fiber Optic Technician procedures, processes and requirements. Sailors holding this NEC are eligible to be assigned to afloat units and serve as a Fiber Optic Technician; as such, he/she may be responsible for the oversight, management, and coordination of the onboard repairs.

NEC holders will have received training in the areas of operator and maintainer fundamentals, terminology, troubleshooting, repair skills, special equipment, requirements and procedures. The curricu-lum includes:

- Building Fiber Optic Connectors
- Performing Fiber Optic Testing
- Performing Fiber Optic Cable Repairs
- Performing Fiber Optic Fusion Splicing
- Constructing Fiber Optic Distribution Box Entrances
Doing things as efficiently and as cost-effectively as possible is certainly a good thing. In order to continuously improve production capacity and product quality at various RMCs, the NAVSEA 04X sponsored Industrial Plant Equipment (IPE) / Ship Maintenance Improvement Program (SMIP) is investing in a brilliant piece of equipment! SWRMC is the recipient of a Dual-Immersion Fluidized Bed Powder Coat System. Utilizing the system will provide a dramatic improvement over current powder coat procedures for specific watertight doors, hatches and scuttles.

The Tidal Coat Fluidized bed system is an automated, all-in-one system which acquires a pre-heated door off of existing production processes, dips it into an air-agitated (fluidized) bed of powder coat primer then, provides a second dip in a bed of primary color coat and returns the door to the rail conveyance for direct placement in the powder coat curing oven. This process produces a 100% coating around fixtures which seals and properly preserves an entire piece by submerging it completely into the fluidized bed. This system allows for complete coverage, getting coating particles into all the normally inaccessible parts of the fixture. Standard powder coating or the painting process cannot deliver such results. This dual-immersion process is completed within an impressive five-minute time period followed by a normal period of curing in an oven. The difference in savings in production time over manual application of the powder coat as well as the significantly improved coating coverage speaks volumes. The marked difference in quality coverage greatly contributes to the increase of service life of these products; currently at five years, service life is extended to an expected 12+ years of active service.

As part of the IPE program, a CNRMC / SWRMC team attended a builder’s demonstration at ACL’s location in Toronto, Canada; they used the system to powder coat five initial test sample doors and hatches, which will be put into service in the Fleet as initial test products. They will be placed aboard ships to track their extended life cycle, providing accurate in-service return on investment (ROI) data. The equipment was disassembled at the vendor’s location and is being installed at SWRMC. Installation is expected to be completed by Summer 2018.

The IPE program continually works to identify, test and acquire needed equipment across the CNRMC Enterprise, executing a total of over $70 million in funding over the next five years. SWRMC is the first RMC to receive this Navy-owned and operated Tidal Coat Automated Dual-Immersion Fluidized Bed Polymer Powder Coating Machine for Watertight Fixtures. However, as the system proves it worth in the anticipated savings in both time and money, the program will certainly consider purchasing additional systems for use at other RMCs.
By Ed Yamashiro, Regional NAMTS Coordinator

Hawaii Regional Maintenance Center Sailors and Civilians assigned to Outside Electrical (Shop 51) recently completed major repairs aboard USS John Paul Jones (DDG 53). Shop 51 displayed exemplary team work between the Sailor and civilian workforce and excellent coordination with Ship’s Force.

Shop 51 Electricians demonstrated their expertise in the replacement of ten shore power receptacles and cable wire repair and installation. The job required a strategic set-up, rigging and installation of temporary shore power connections to minimize loss of power throughout the ship. Additionally, Shop 51 personnel removed and replaced multiple power cables for two fire pumps. HRMC Sailors gained knowledge on the proper routing techniques used to go through cable hangars, collars, and bulkhead penetrations. Leadership on behalf of Shop Supervisor, Mr. Micah Carreira, Work Leader, Mr. Jonathan Abadilla, and EM1 (SW) McFadden was instrumental in the success of these endeavors for Shop 51. Leaders aboard the ship were impressed and very pleased with the shop’s performance and efficiency.

Thinking outside the box

HRMC’s Air Conditioning & Refrigeration Team built a live air conditioning mock-up. MMC (SW) Steven Davis lead the team in building a working mock-up using the compressor from a discarded 8000 BTU window unit; the condenser was salvaged to remain the same for maximum condensing of refrigerants. The capillary copper tubes were replaced with ¼” scientist-grade glass tubes, then R134A refrigerant and UV dye were added to show the flow of freon flashing as the system removes heat then cools through the glass tubes in a steady flow. A ¼” Plexiglass cover is placed over the glass tubes for safety purpose. The product was a fantastic visual aid.

Gas Turbine Shop

The 31-T Gas Turbine Shop, led by GSCS (SW) Colt Schad and GSM1 (SW) Jermaine Johnson, were extremely busy churning and burning the last half of 2017, as they prepared four Pearl Harbor-based ships ready for their deployments to the 5th and 7th Fleet AORs, maintaining a strong global presence.

Shop 31-T accomplishments include: LM2500 Motor Gas Generator Compressor Blade Blend and replacement work aboard USS Michael Murphy (DDG 112); Number One Generator High Speed Pinion Gear Replacement aboard USS Port Royal (CG 73); LM2500 Motor Gear-Box Assembly Mount Link replacement aboard USS John Paul Jones; Allison K-34 Generator Combustion Liner Replacement aboard USS Preble (DDG 88); and Motor Variable Stator Vane (VSV) Arm replacement and the replacement of 17 cracked VSV Bushings on USS O’Kane (DDG 77). These repairs were instrumental in allowing these ships to meet their underway schedule on time and relieve their counterparts on schedule. During this intense, ramped up schedule, two Sailors were able to go through the rigorous process of attaining their NAMTS 4140 NEC; they also had 18 personnel qualify for the 12 & 24 Clocking & Power Turbine Inspection portion of the training module.
Detachment Everett Sailors Qualify in Five NAMTS NECs

By Joe Bigwarfe, Regional NAMTS Coordinator

The benefits of the NAMTS Program stretch across many Navy platforms including Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Detachment Everett (PSNS & IMF Det. Everett).

The program affords Sailors the opportunity to become system experts through hands-on training while simultaneously earning a NEC. Additionally, it provides a means to stand out in a competitive environment. The primary benefit, however, is that rating school trained personnel are provided with yet another means to better sustain propulsion plant equipment.

Two Sailors at PSNS & IMF Det. Everett both set Navy records; each has qualified in five NAMTS NECs and they are the only two in our U.S. Navy to have done so thus far. Machinist Mate 1st Class (Surface Warfare/Aviation Warfare) Mi Tang is a native of China who immigrated to the United States at the age of 21. In December 2008, he enlisted in the U.S. Navy as a Machinist Mate and served aboard three ships, USS Dubuque (LPD 8), USS Bonhomme Richard (LHD 6), and USS Essex (LHD 2) prior to reporting to PSNS & IMF Det. Everett in 2014.

MM1 (SW) Tang qualified in Pump Repair Technician, Valve Repair Technician, Heat Exchanger Repair Technician, Watertight Closure Maintenance Technician and Rigger/Weight Tester onboard the detachment. MM1 Tang is currently assigned to Repair 9 Division as a Work Package Planner.

Electrician’s Mate 1st Class (SW/AW) David Middleton was born in Flushing Queens, New York, and was raised in San Diego, California, where he enlisted in the U.S. Navy in 2005, as an Electrician’s Mate. He served aboard two ships, USS Blue Ridge (LCC 19) and USS George Washington (CVN 73), prior to reporting to PSNS & IMF Det. Everett in 2016.

EM1 Middleton qualified in Outside Electrical Repair Technician, Inside Electrical Repair Technician, Rigger/Weight Tester, Valve Repair Technician and Watertight Closure Maintenance Technician onboard the PSNS & IMF, Detachment Everett. EM1 Middleton is currently assigned to Quality Assurance Department as the Leading Petty Officer (LPO) and Quality Assurance Auditor.

PSNS & IMF Det. Everett has had a total of 49 Sailors graduate from the NAMTS program in 2017, enriching the U.S. Navy with an outstanding and continuously expanding group of subject matter experts. Of the 49 Sailors who have graduated from the NAMTS program at PSNS & IMF Det. Everett, 11 are multiple NAMTS NEC holders!

Det. Everett NAMTS Graduate comment:

“This is an excellent program for sailors returning to sea after their RMC tour, enabling them to return to the ship with new skills to assist in fleet repairs.”
Mid-Atlantic Regional Maintenance Center (MARMC) NAMTS Command Coordinator and MARMC Pump Shop LCPO, Chief Machinery Repairman Phillip Diaz, launched the NAMTS Pump Repair Technician JQR in February 2017. MRC Diaz, along with the rest of MARMC Pump Shop, initially verified that they possessed all references utilized in the fundamental and equipment sections of the JQR. Upon doing so, MARMC Pump Shop then verified that all 300 series processes could be performed, simulated, observed or discussed in accordance with the JQR.

MARMC Pump Shop is one of the few production shops at the RMC with a wide range of ratings that perform pump Intermediate-level maintenance. MRC Diaz believes that this diversity in ratings enhances the overall experience Sailors receive while completing the Pump Repair Technician JQR. Diaz said, “This code has Enginemen, Machinist Mates, Electricians, surface, nuclear and submarine-qualified Sailors. Each one brings a unique perspective to the program.”

“By validating the knowledge, tools, and processes identified within the JQR, the Sailors going through the JQR process receive an astute training capability,” he added.

The MARMC NAMTS program continues to seek and implement innovative methods of improving the overall training Sailors receive while completing their JQRs. The addition of the Pump Repair Technician JQR to the catalog of skill areas provided to MARMC Sailors further strengthens an already formidable program, that graduated 441 Sailors in 2017!
Puget Sound Naval Shipyard and Intermediate Maintenance Facility candidates in the NAMTS program are given the opportunity to learn new skills and experience many different types of repair processes while performing their assigned jobs. Such experience makes them valuable members of the production shops. The Sailors assigned to various shops have an opportunity to learn from very knowledgeable and experienced civilians as well as from other military members. Ultimately, they are able to pass this knowledge on to other Sailors in their shop and in the Fleet.

At PSNS & IMF Bangor, Sailors in the program have the advantage of working side-by-side with very skilled civilian employees who guide, instruct and observe the Sailors as they work on a variety of components that support the Trident submarine fleet. These civilians ensure the Sailors fully understand the repair process and the importance of doing a job right the first time.

In the Hydraulic Repair Shop (31F), Sailors learn to perform a variety of tasks; some specific to submarines and some universal. No matter what the task may be, the Sailors eagerly take on the challenge and absorb as much information as possible to improve their skill level. Newer members of the shop have the opportunity to watch and learn while more experienced mechanics demonstrate the proper way to execute the work. This allows the Sailors to become comfortable with the process and to ask questions, ensuring they fully understand the task and procedures.

Recently, Hydraulic Shop Sailors had an opportunity to work on missile muzzle hatch hydraulic actuators for Trident submarines. The Sailors disassembled, cleaned, inspected, repaired and reassembled the components in accordance with formal work packages, ensuring they will operate correctly once reinstalled aboard the submarine.

Gas Turbine Systems Mechanical Chief Andrew J. Betz said the Sailors’ willingness to learn makes them a valuable asset to the shop.

“The Sailors are eager to get to work as soon as they report to the Command and NAMTS provides tangible proof of that. IMF offers a nice change of pace for Sailors transferring from sea duty, enabling them to focus their efforts on getting our Trident submarines back out to sea on time,” said Betz.

“The training we receive is fantastic,” said Machinist Mate Second Class (SW) Harley Morton, adding that he believes it will be helpful in the future. Although IMF’s mission is to repair submarines, our surface Sailors benefit from working with very talented mechanics to learn and understand the repair process. They also learn proper documentation and use of formal and controlled work packages. These fundamentals provide a solid foundation for the Sailors to perform any work placed before them in the future, no matter what platform they serve. Building trust and confidence in the shop while developing Sailors is the backbone of the NAMTS program, which leads to better Sailors and a well-trained workforce.
USS Harry S. Truman’s (CVN 75) Chief Engineer (CHENG), CDR Michael Thompson, Master Chief Marte (Top Snipe), Chief Minnifield, (Command NAMTS JQR Coordinator) and Chief Caesar Rodriguez, (Assistant Command NAMTS JQR Coordinator) indoctrinated more than 150 Sailors into the NAMTS program during the last two months of 2017, enrolling personnel in eleven NAMTS JQRs. USS Harry S. Truman will implement the Air Conditioning & Refrigeration Technician, Heat Exchanger Repair Technician, Inside Machinist, Outside Electrical Repair Technician, Pipefitter, Shipfitter, Valve Repair Technician, Watertight Closure Maintenance Technician, Interior Communications Repair Technician and Rigger / Weight Tester JQRs. CDR Thompson stated that, “NAMTS identifies and provides a process to train Sailors in the skills needed to be able to perform advanced maintenance. The entire program is a win / win, for the Navy and for the Sailors. NAMTS will become a standard part of the Engineering department training program aboard USS Harry S. Truman.”

USS George H. W. Bush (CVN 77) is actively training personnel in eight NAMTS JQRs to include Heat Exchanger Repair Technician, Inside Electrical Repair Technician, Inside Machinist, Outside Electrical Repair Technician, Pipefitter, Shipfitter, Valve Repair Technician, Watertight Closure Maintenance Technician and General Shipboard Welder/ Brazer. The Engineering Department leadership aboard USS Bush and NAMTS JQR Coordinator BMC (SW/AW/ IW/EXW) Bo Miller believe that strengthening our Navy takes the whole team and NAMTS provides a means of accomplishing this. BMC Miller stated, “If NAMTS is properly employed, it will strengthen the technical and maintenance skills required by the current and future enlisted force of the Navy to give commanding officers the confidence they need to employ the ship through the most arduous tactical missions.”

Through the outstanding leadership of the Engineering Department’s, LCDR B. Paul ‘Hendo’ Henderson (TRAINO) and MMCS (SW) Miguel Hutchinson (Command NAMTS Job Qualification Coordinator) aboard USS Abraham Lincoln (CVN 72), the ship has graduated three Sailors in the Valve Repair JQR since May 2016. The ship has maintained 100% participation in the program, training in three different JQRs. Henderson and Hutchison believe that all their Sailors should be looking to evolve in their skillsets so that they can best meet the needs of the Navy and continue to expand their resumes through professional development. “NAMTS develops technically competent sailors with the unique skills needed to support today’s mission,” stated LCDR Henderson.

USS Kearsarge’s (LHD 3) Engineering and Training departments make training their Sailors a top priority. Recently returning from a relatively short deployment as they assisted in Hurricane relief efforts, are once again preparing for deployment. The ship has 25 personnel enrolled in seven different JQRs, which are: Heat Exchanger Repair Technician, Inside Electrical Repair Technician, Inside Machinist, Outside Electrical Repair Technician, Pipefitter, Rigger / Weight Test, Shipfitter, Water Tight Enclosure Maintenance Technician and General Shipboard Welder/ Brazer.

Naval Submarine Support Facility New London (NSSF NLON), among the first Submarine Commands to stand up a NAMTS program, was established as a NAMTS training site in December 2016. The command enrolled 18 personnel and has already produced a graduate in the Inside Machine JQR. In addition, working in partnership with SUBLANT, the command assisted with the development of three Submarine Repair Facility JQRs: Air Conditioning & Refrigeration Technician, Hydraulic Repair Technician and Pump and Valve Repair Technician. Expect to see big things from NSSF NLON in the future!

(Continued on page 21)
USS Bataan’s (LHD 5) NAMTS program is firing on all cylinders! The leadership and commitment of Chief David Jumper, Command NAMTS JQR Coordinator, has produced consistent results. But as is part of the life of a Sailor, it is time for Chief Jumper to transfer; the NAMTS team extends a hearty “Thank you!” for your leadership. Prepared to relieve him is MMC Bratton, who under the tutelage of his fellow Chief, will take the helm and lead the ship’s 37 Sailors who are enrolled in eight different NAMTS JQRs (Heat Exchanger Repair Technician, Inside Electrical Repair Technician, Inside Machinist, Interior Communications Repair Technician, Pipefitter, Pump Repair Technician, Valve Repair Technician, Watertight Enclosure Maintenance Technician). USS Bataan is wrapping up a shipyard availability and working through certifications and inspections as she will then head into an Pre-Overseas Movement workup. Leadership and the Sailors enrolled in the NAMTS program believe NAMTS is the solution to establishing a better maintenance program aboard USS Bataan.

Since completing their Planned Incremental Availability, the command has continued to maintain its focus on the NAMTS program. LTJG Barkley Walter, Command NAMTS JQR Coordinator, and MM1 (SW/AW) Juan Finch, Assistant Command NAMTS JQR Coordinator, continue to motivate Sailors and encourage them to complete tasks while maintaining their busy work schedule.

As the West Coast’s first large deck amphibious assault ship to implement the program, the ship currently has three Sailors enrolled in two NAMTS skill areas; Rigger / Weight Tester and Valve Repair Technician.

Implementing the Valve Repair Technician JQR aboard has afforded MM2 Brandon Silvibarr to complete his JQR. Petty Officer Silvibarr started the Valve Repair Technician JQR while assigned to SWRMС on Limited Duty orders. He completed the JQR while at SWRMС prior to transferring to USS Essex (LHD2) and has taken his posttest; he is awaiting his oral board. The ship is coordinating with the Afloat NAMTS Coordinator, Mr. Larry Burns, SWRMС’s Regional NAMTS Coordinator, Mr. Doug Scholl and SWRMС’s team from Code 958, an oral board was scheduled and EM1 was able to complete his last step in his qualification process. His NEC was approved and he is now NAMTS Maintenance Warrior!

Congratulations to EM1 (SW/AW/IW) John Feldman for completing his Outside Electrical Repair Technician JQR. EM1 Feldman completed his post-test aboard the ship but was unable to schedule his oral board prior to transferring to Surface Warfare Officers School (SWOS) Engineering Learning Site, San Diego. Coordinating with the Afloat NAMTS Coordinator, Mr. Larry Burns, SWRMС’s Regional NAMTS Coordinator, Mr. Doug Scholl and SWRMС’s team from Code 958, an oral board was scheduled and EM1 was able to complete his last step in his qualification process. His NEC was approved and he is now NAMTS Maintenance Warrior!

USS Iwo Jima (LHD 7) continues to run a successful NAMTS program with 25 personnel enrolled in seven JQRs. All 25 enrollees continue to make steady progress towards completing their JQRs; seven personnel are awaiting a final qualification board and eight personnel are awaiting a post test.
NAMTS Afloat Training Activities (NATA)

USS Boxer’s (LHD 4) hectic schedule accompanying a Planned Incremental Availability, hasn’t stopped the command from maintaining hard-working pursuit of the NAMTS program. HTC (SW/AW) Justin Rodriguez, Command NAMTS JQR Coordinator, and MMCS (SW/AW) Shawn Seabron, Assistant Command NAMTS JQR Coordinator, continue to motivate their Sailors.

HTC Rodriguez is no stranger to NAMTS, as he is a NAMTS graduate. Who earned his Shipfitter NEC while stationed at Portsmouth Naval Shipyard Detachment San Diego.

As the West Coast’s second large deck amphibious assault ship to implement the program aboard, the ship currently has 43 Sailors enrolled in five NAMTS skill areas. The following JQRs have been implemented: General Shipboard Welder / Brazer, Inside Machinist, Interior Communications Repair Technician, Rigger / Weight Tester, and Watertight Closure Maintenance Technician.

Although some Sailors can become unmotivated or discouraged during a daunting maintenance period, USS Boxer’s NAMTS team is making every effort to move forward with the program while the ship transforms from a repair and maintenance focus to a fully operational, deployable asset.

USS America (LHA 6) is the West Coast’s third large deck amphibious assault ship to implement the NAMTS program. Implementing the program aboard while preparing for a Western Pacific deployment had its fair share of trials and tribulations, but Command NAMTS JQR Coordinator, CWO2 Garrett Timmons, was up for the challenge.

In July 2017, the ship departed on her maiden deployment with 17 Sailors enrolled in the program. Since their departure, the ship has enrolled 16 additional Sailors into the NAMTS program, bringing their total to 33 enrollees. Nine of the new additions were enrolled into the Diesel Engine Repair Governor & Injector Repair Technician JQR and seven were enrolled into the Welder / Brazer JQR. These efforts prove USS America has embraced the NAMTS program aboard and is prepared to take ownership of its own NAMTS destiny.

USS John C. Stennis (CVN 74) has developed a new, thorough qualification path for all personnel in their engineering department with emphasis being placed on the NAMTS program. Multiple JQRs will be assigned and completed to maximize each Sailor’s opportunity for training. A quick reference guide was for the JQRs to facilitate receiving signatures. Each sailor will use the reference guide to conduct maintenance or a work package in order to meet the requirements for the JQR. USS John C. Stennis currently has 60 Sailors enrolled in the NAMTS program in seven NAMTS skill areas. USS Stennis and IMF Bangor continue to work together to provide training to NAMTS Sailors in the Hydraulic Repair Technician Outside Electrical Repair Technician, and Outside Machinist.

USS Nimitz (CVN 68) is finishing up their 2017 Deployment, Operation Inherent Resolve. While overseas, the previous NAMTS program duties have been turned over to HTC (SW/AW) John Harlan (Command NAMTS JQR Coordinator) and MM1 (SW/AW) Nick Peterson. During the FY-18 docking planned incremental availability cycle, USS Nimitz will be providing formal training in the NAMTS program, working on all NECs offered, and extending great opportunities to Sailors working within their teams during the shipyard availability. She currently has 52 Sailors enrolled in the NAMTS program in ten NAMTS skill areas. IMF Bangor and USS Nimitz will be reestablishing their collective efforts to provide quality training in specific areas of Hydraulics Repair Technician, Outside Electrical Repair Technician and Outside Machinist.

“When working on the valve NEC, I learned so much in such a short amount of time from subject matter experts. It was a great experience and I can proudly say I use knowledge gained through NAMTS daily.”

-Engineman 2nd Class (SW) Andrea Vargas
USS Dwight D. Eisenhower’s (CVN 69) Engineering Department leadership has taken every opportunity to advance the skills of its maintenance force through NAMTS during shipyard availability. Having 30 sailors enrolled in eight different JQRs the Chief Engineer, Engineering Department Master Chief, Command NAMTS Coordinator and Chief Petty Officers aboard focus on the quality of training received while personnel train in Air Conditioning & Refrigeration Technician, Heat Exchanger Repair Technician, Inside Machinist, Outside Electrical Repair Technician, Pipefitter, Shipfitter, Valve Repair Technician and Watertight Enclosure Maintenance Technician. Since becoming a NAMTS NATA in December 2016, the ship has maintained 100% active monthly participation from all enrolled sailors. It is abundantly clear that this command realizes the benefit of the program and has made it a top priority to include it as part of their training program on a day to day basis.

December 19, 2017, MM3 (SW/AW) Andrew Raburn performing an overhaul reassembly (above) and hydrostatic test of a relief valve (below). Petty Officer Raburn is enrolled in the NAMTS Valve Repair Technician JQR and working toward earning the NAMTS NEC 95AB. (Photos by MC3 Jacob Stanley)

Flag Letters of Commendation Awarded to Sailors who Earn 3 NAMTS NECs

(R-L) EMN2 (SW) Stephen Barbee, MM2 (SW) Juan Gomez, MM2 (SW/AW) Zachary Trogdon, MMN2 Shale Lemons, MM2 (SW) Ashley Smith and MARM Commanding Officer, Captain Daniel L. Lannamann (Photo by Chris Wyatt)

Rear Admiral James Downey, Commander, Navy Regional Maintenance Center understands the extra effort and dedication many Sailors are putting forth in completing their NAMTS training and wishes to recognize Sailors who achieve being awarded three NECs in a single tour at a NAMTS Training Maintenance Activity with Flag Letters of Commendation (FLOC). CNRMC requests NTMAs who wish to have their Sailors recognized by receiving a FLOC, to submit nomination packages to CNRMC administrative office with copy to the NAMTS Program Manager, Mr. Jerry Schrage, CNRMC C930.

Pictured red above are 5 of 10 MARM Sailors who have received FLOCs for earning a minimum of three NAMTS NECs during their prescribed shore tour.
NAMTS / SORCAT exhibited at the Surface Navy Association’s National Symposium January 9-11, 2018, in the Washington, D.C. metro area. The event’s theme was “Surface Forces and Cross-Domain Integration” and it was a great opportunity for representatives from across the Fleet to come together to address concerns, strategies, and the way ahead.

CNRMC’s Intermediate Maintenance Director, Mr. Dan Spagone, and the NAMTS contractor support team interacted with several Sailors—midshipmen and flag officers, as well as private industry members to showcase the importance of the re-emergence of the Navy’s I-level maintenance program and the contributions of NAMTS / SORCAT to the Navy’s Strike Force Intermediate Maintenance Activity (SFIMA).

(Photos by Mr. Scott Buchanan)

NAMTS and SORCAT promotional material featuring pens, postcards, business cards and copies of the NAMTS newsletter were disseminated to attendees.

Look for us at:

MegaRust
May 22-24
San Diego, CA

SNA West
August 21-22
San Diego, CA

Fleet Maintenance & Modernization Symposium
September 17-20
Virginia Beach, VA
Operator Work Area Safety Markings

Safety is and will always be a priority for our Fleet. During recent SORCAT visits, the team found several ships lacking the required markings for repair work areas or work areas that were improperly marked.

Per OPNAVINST 5100.19E Volume II, Chapter C1, Para C0104*, afloat Inside Machine Shops provides the requirements for marking these areas.

C0104. SAFETY COLOR CODE AND SIGNS FOR MARKING PHYSICAL HAZARDS

a. DANGER. Red is the basic color for the identification of dangerous equipment or situations:
   (1) Safety cans or other approved portable containers of flammable liquids (see C23). These metal cans shall be painted red with some additional clearly visible identification either in the form of a yellow band around the can or the name of the contents conspicuously stenciled or painted on the can in yellow.
   (2) Danger signs are red with black and white lettering, to indicate a hazardous situation, equipment, area, or condition, which has a high probability of death or severe injury.
   (3) Emergency stop bars on hazardous machines, such as rubber mills, wire blocks, or flat work ironers. Stop buttons or electrical switches, on which letters or other markings appear and are used for emergency stopping of machinery, shall be red.
   (4) Guards or barriers enclosing rotating machinery, shafts, or moving parts which could cause death or severe injury, if removed.

b. CAUTION. Yellow is the basic color to denote caution.
   (1) Yellow is the basic color for designating caution and for marking physical hazards such as: striking against, stumbling, falling, tripping, and "caught in between." Solid yellow, yellow and black stripes with suitable contrasting color should be used interchangeably, using the combination, which will attract the most attention in the particular environment. Overhead obstructions (less than 72” in height), monorails and turntables are painted solid yellow.
   (2) Yellow and black are the colors of caution signs used to indicate a hazardous situation, which may result in minor or moderate injury. Caution signs are yellow with black lettering, and are used for eye hazard and noise hazard signs.
   (3) Use yellow and black striping or checkerboard designs, painted or tape, to indicate industrial eye hazardous areas, trip hazard areas, or other areas where caution should be exercised.

c. Safety Information. Green is the color of general safety information and instructional signs, such as the location of emergency eye wash stations and safety precaution placards.

d. Workshop Deck Markings. Deck markings are used around permanently installed workshop machinery to alert personnel nearby of potential hazards. Markings may be applied using commercially available safety tape or painted onto surfaces. Markings are to be applied around each machine. Avoid marking an entire space as hazardous by applying deck markings only at a doorway or entrance. Operator and eye hazard areas may overlap if machines are installed close together.

(1) Operator Work Areas – The area at the machine where the operator normally stands while using the machine is marked to alert personnel not to enter that operator area. An operator area is marked by painting the entire operator area as a solid yellow block. The operator area must also have non-skid decking to prevent slipping on oily decks and falling into the machines. The non-skid may be non-skid paint or adhesive non-skid strips with no spaces between the strips.

Questions can be addressed by your SORCAT POC.

MR1 Cowne aboard USS Iwo Jima (LHD 7) stands where the operator work area is clearly and properly marked.

*OPNAVINST 5100.19E 30 May 2007
NEC 0121 - Rigger / Weight Tester
BM2 (SW) Jeremih Ramos
BM2 (SW) Matthew Fountain
BM2 (SW) Raymond Serrano
BM2 (SW/AW) Brandon Fischer
EM1 (SW/AW) David Middleton
MM1 (SW/AW) Mi Tang

NEC 4229 - Heat Exchanger Repair Technician
MM2 (SW) Adam Hanson
MM2 (SW) Larry Parrish Jr

NEC 4651 - Outside Electrical Repair Technician
EM2 (SW) Terry Barksdale

NEC 4911 - Shipfitter
HT2 (SW) Joseph Arellano

NEC 834A - Valve Repair Technician
EM1 (SW/AW) David Middleton
MM1 (SW) Michael Smith
MM2 (SW/AW) Johnathan Mclean
MR1 (SW) Wyatt Pearson
EN2 (SW) Richard Alvarez
MMC (SW/AW) Fong Lee

NEC 835A - Watertight Closure Maintenance Technician
BM1 (SW/AW) Marcus Solomon
BM2 (SW) Robertus Sulistiono
BM2 (SW/AW) Brandon Fischer
BMC (SW/AW) Karl Otto
DC1 (SW) Eric Lancaster III
DC2 (SW) Bianca Garza
DC2 (SW) Shellon Bonus
EM1 (SW/AW) David Middleton

MM1 (SW) Michael Carpenter
MM1 (SW/AW) Mi Tang
MM2 (SW) Autumn Robins
MR1 (SW) Wyatt Pearson

NEC 4227 - Pump Repair Technician
MM1 (SW/IW) Bryan Brys
MM2 (SW) Kalvin Lunn
MM2 (SW) Lindsay Wright
MM2 (SW) Matthew Munda
MM2 (SW) Spencer Moore
MM2 (SW) Wing Mok
MMC (SW) Damon Moore

NEC 4340 - Diesel Engine-Governor & Injector Repair Technician
EN2 Nathan Travis

NEC 4652 - Inside Electrical Repair Technician
EM1 (SW/AW) David Middleton

Mid-Atlantic Regional Maintenance Center

NEC 0121 - Rigger / Weight Tester
BM2 Jose Maisonet III
BM2 (SW) Mandizvidza Bamu
BM2 (EXW) Michael Basilio
ND1 (DSW5/EXW/SW/AW) Brian Bennett
BM2 (SW) Nicholas Constable
BM1 (SW) David Feather Jr
BM2 (AW) Deona Gary
BM2 (SW) Brittany Hand
BM2 (SW) Ronchelle Jerome
BM2 (SW) Travis Manton
BM2 (SW) Akeiva Perry
BM2 (SW) Samantha Reece
BMC (SW) Ryan Roberts

(Continued on page 27)
### MARMC Continued:

**NEC 0121 - Rigger / Weight Tester, continued**
- BM2 (SW/AW) David Rogers
- BMC (SW) Rogelio Salinas
- BMC (SW) Gerard Stringer
- BM1 (SW) Markjeofrey Taleon
- BM2 (SW) Kelvin Weeks
- BM2 (SW) Cleston Williams
- BM2 (SW) Kyle Woody
- BM1 (SW) Jean Castamby
- BM2 Roi Frias

**NEC 4145 - Gas Turbine Electrical Repair Technician**
- GSE2 Jacob Lepley
- GSEFA Samantha Ren
- GSEC (SW) Jasper Cevidanes
- GSE1 (SW) Scotty Collins
- GSE1 (SW) Fernandecarolyn Cox
- GSE1 (SW) Mark Daniels II
- GSE3 (SW) Aaron George
- GSE1 (SW) Niguel Myers
- GSE1 (SW) Zachary Strickland
- GSE1 (SW) Tuan Nguyen

**NEC 4229 - Heat Exchanger Repair Technician**
- MM1 (SW) Charles Cox
- MM1 (SW) David Griffin
- MM1 (SW) Giovanni Sison
- MM2 Earl Zulueta
- MM2 Michael Pero
- MM2 (SW) Ashely Smith
- MM2 (SW) Juan Gomez
- MM3 Kristal Lucas
- MMFN Crystal Mccoy
- MMFN Jake Lavold
- MMN2 Ashley Leipold
- MM2 (SW/AW) Shantwanae Akins
- MM2 (SW) Michael Blair
- MM2 (SW) Matthew Bruccoleri
- MM2 (SW) Shera Collins
- MM3 (SW/AW) Chauneci Davis
- MM2 (SW) Samantha Greninger

**NEC 4406 - Inside Machinist**
- MR3 Lacretia Weakley
- MR1 (SW) Phillip Diaz
- MR1 (SW/AW) Brian Gilliam
- MR2 (SW) Tiffany Trombley

**NEC 4542 - Outside Machinist**
- MM2 Demetrius Nesbitt
- MM1 (SW) Joshua Grimes
- MM2 (SW) Luis Guzman
- MM1 (EXW) Kejuan Lawrence
- MMC (SW/AW) Jeffrey Mazanka
- MM3 (SW/AW) Brea Pino
- MM2 (SW) John Stiles Jr
- MM2 Raymond Hinnant Jr
- MM2 Joseph Presley

**NEC 4651 - Outside Electrical Repair Technician**
- EM2 Caprice Dunlap
- EM2 Joshua Emmons
- EM2 Tuan Truong
- EM3 Jacqueline Darden
- GSEFN Lindsay Garmon
- ICSA Shamiya Lewis
- EM1 (SW) Alyce Arthur
- EM3 (SW) Robert Boehnke
- GSE2 (SW) Thomas Claypool
- EM2 (SW) Kyle Crislip

(Continued on page 28)
MARMC Continued:

**NEC 4651 - Outside Electrical Repair Technician**
- EM2 (SW) Comna Douti
- EM2 (SW) Collin Gair
- EM2 (SW) Leia Ingram
- EM2 (SW/AW/EIDWS) Nicholas Larson
- EM3 (SW) Keithroy Lewis
- EM2 (SW) Berta Madlock
- EM1 (SW) Salathion Monroe
- EM1 (SW) Von Nabong
- EM2 (SW) Kevin Neberman
- EM1 (SW) Nastasia Propst
- EM2 (SW) Marvin Sanchez
- EM2 (SW/AW) Carlton Tabron II
- EMC (SW) William Whitaker
- EMC (SW) Christopher Wright
- EM3 Amanda Batton

**NEC 4911 - Shipfitter**
- HT2 Michael Staples
- HT3 Deidra Figueroa
- HT3 Shanice Jones
- HTFA Jonathan Horak
- HTFA Joseph Collie IV
- HTFA Joshua Mcmanus
- HTFA Kaitlyn Putney
- HTFN Aaron Smith
- HTFN Corey Astol Malave
- HTFN Jacob Williams
- HTFN Kevin Henderson
- HTFN Zachary Meyer
- HTFR Angelica Mendez
- HTFR Gabrielle Felder
- HTFR Tyler Hughes
- HTC (SW) Scott Downie
- HT1 (SW/AW) Kyle Gregory
- HTC (SW) Charles Horgan IV
- HT2 (SW) Brianna Kryzynski
- HT2 (SW) Cymone Langenkamp

**NEC 4952 - Pipefitter**
- HT2 Jason Gasca
- HT2 Paul Brenchus
- HTFA Robert Mc cabe
- HTFA Xiao Vue
- HTFR Bryce Spinosa
- HTFR John Hoover
- HT1 (SW/EXW) Christopher Armbruster
- HT1 (SW) Wade Eberhardt
- HT2 (SW) Shawn Ertman
- HT1 (SW) Chad Fields
- HT1 (SW) Curtis Klein
- HTC (SW/IW) Michael Sullivan

**NEC 4957 - General Shipboard Welder / Brazer**
- HTFN Maura Ruppert

**NEC 834A - Valve Repair Technician**
- DC2 (SW) Brandon Mckerrow
- EM2 Anthony Arias
- EM2 Pritam Sahni
- EMN2 (SW) Stephen Barbee
- GM1 Kurtis Hobbs
- GM2 Derek Tracy
- GSE2 (SW/EXW) Ali Saleh
- GSM2 (SW) Joseph Strauss Jr
- MM1 (SW) Giovanni Sison
- MM2 Domario King
- MM2 Earl Zulueta
- MM2 Joseph Passi
- MM2 (SW) Ashely Smith
- MM2 (SW) Desmond Wilkins II
- MM2 (SW/AW) Lawrence Brooks IV
- MM3 Chanel Walker
- MM3 Patricia Brooks

(Continued on page 29)
MARMC Continued:
NEC 834A - Valve Repair Technician, continued
  MMFN  Crystal McCoy
  MMFN  Jake Lavold
  MMFN  Lindsey Pritt
  MMFN  Nykerria Shuler
  MR2 (SW) Arthur Lujan Jr
  MR2 (SW) David Doucette
  MRFN  David White Jr
  MRFN  Kenford Lynch
  MRFR  Lorenzo Lucantoniomorales
  GM2 (SW) Kenneth Amos
  MMC (SW/AW) Michael Avallone
  ND1 (DSWS/EXW/SW/AW) Brian Bennett
  ND3 (DSWS) Ryan Blacklaw
  MMN1 (SW/AW) Anthony Bombaugh
  MM1 (SCW) Brad Budihas
  MMC (SW/AW) Marcus Campbell
  MM1 (SW) Marcel Chapman Jr
  EM3 (SW) Katrina Deneui
  EN1 (SW) Tory Evans
  MM1 (SW) Lester Gutierrez
  MM1 (SW/AW) Allen Hawkins
  ENC (SW) Joshua Kopaskey
  GSE2 (SW) Akin Lamin
  MM2 (SW/AW) Steven Martin
  MMC (SW) Matthew McCune
  MRC (SW) Brian Pierce
  MM3 (SW/AW) Brea Pino
  GSMC (SW) Kelvin Salter
  ND1 (DSWS/EXW/SW) Norman Sawyer
  MM1 (SW) Osmond Shortt
  EM1 (SW) Joshua Stanley
  MMC (SW/IW) Peter Stevens
  MM2 (SW) John Stiles Jr
  ENC (SW) Leslie White
  MM1 (SW/AW) Brian Wilkins
  GM1 (SW/AW) Richard Young
  MR2  Ryan Darr
  GSM2  Leonard Oglesby Jr
  DC1 (SW) Yonah Pike
  MR2  Jason Vance

NEC 835A - Watertight Closure Maintenance Technician
  DC3  Dennis Arevalo
  DC3  Tyson Kankam
  DCFN  Daniela Juarez
  EMN2 (SW) Stephen Barbee
  HT2  Jimmy Campbell
  MM2 (SW) Zachary Trogdon
  MM2 (SW/AW) Andrew Aultman
  MM2 (SW/AW) Michelle Ramirez
  DC1 (SW) Steven Beasley
  DC2 (SW) Devin Denton
  EM1 (SW) Aaron Haines Jr
  DC1 (SW) James Hawkins
  DC2 (SW) Devin Manning
  DC2 (SW/IW/DSWS) Ryne Smith
  DC2 (SW) Kyle Tully
  DC2 (SW) Harris Turaray
  BM1 (EXW) Charles Webster
  MM2  Shale Lemons
  MM2  Corey Underwood

NEC 4140 - Gas Turbine Repair Technician
  GSM2 (SW) Quinisa Brooks
  GSM2 (SW) Marronclaudio Garcia
  GSMC (SW) Tamsir Jobe
  GSM2 (SW) Nathan Toledo

Naval Submarine Support Facility
New London

NEC 4406 - Inside Machinist
  MR1 (EXW) Karl Brown

(Continued on page 30)
PHNSY & IMF Pearl Harbor, HI

NEC 4911 - Shipfitter
   HT1 (SW/AW) Casey Loepke
   HT2 (SW) James Falkner
   HTCS (SW/AW) Aul Armenta

NEC 834A - Valve Repair Technician
   EN1 (SW/EXW) Peter Borges
   EN2 (SW) John Beach
   EN2 (SW) Gregory Besiryan
   MM1 (SW) Frank Bouknight III
   MM2 (EXW) Samuel Duodu
   MM2 (SW) Terriance Tindal
   MM2 (SW) Amy Soto
   MM2 (SW) Carloalexis Abueg
   MM2 (SW) Colby Yousey
   MM2 (SW/AW) Kevin Smith
   HT3 Niaja Colleton
   MM3 Symonne Patrick

NEC 835A - Watertight Closure Maintenance Technician
   HT1 (SW/AW) Casey Loepke
   MM2 (SW) Jonathon Coon
   MMFN Larry Louis

NEC 4340 - Diesel Engine-Governor & Injector Repair Technician
   EN2 (EXW) James Brewer
   EN2 (SW) Joe Hernandez

NEC 4228 - Air Conditioning and Refrigeration
   MM1 (SW/AW) Cherokee Pearce
   MM2 (SW) Matthew Baker
   MM2 (SW) Wyatt Kalbrener
   MM2 (SW) Andres Caloca
   MM2 (SW) Allison Hodge

NEC 4789 - Interior Communications Repair Technician
   IC1 (SW/AW) Christopher Auker
   ICC (SW/AW) Romano Villanueva

NEC 4140 - Gas Turbine Repair Technician
   GSM2 (SW) Mariacamille Raymundo
   GSM2 (SW) Nathaniel Doss

Norfolk Naval Shipyard

NEC 4406 - Inside Machinist
   MR1 (SW) Dennis Gibson
   MR1 (SW) Jereme Scherer

NEC 4651 - Outside Electrical Repair Technician
   EM1 (SW) Brian Fleischman
   EM2 (EXW) Tyler Morris
   EM3 (SW) Joanna Flores

NEC 4911 - Shipfitter
   HT1 (SW) Erik Grob
   HT1 (SW) Julien Freeman
   HT2 (SW) Carlos Duranmatias

NEC 834A - Valve Repair Technician
   ETN2 (SW) Burke Martin
   MM2 (SW/AW) Graciela Borrego
   MM2 (SW/AW) Jeffrey Blakely
   MM2 (SW/AW) Salim Patino
   MMA1 (SS/EXW) Justin Newsom
   MMN1 (SW) Marcus Johnson

NEC 4227 - Pump Repair Technician
   GSM2 (SW) Samuel Anderson

NEC 4340 - Diesel Engine-Governor & Injector Repair Technician
   EN2 (EXW) Manuel Vargas
   EN2 (SW) Adrian Saldivar

(Continued on page 31)
PSNS & IMF Bangor, WA

NEC 0121 - Rigger / Weight Tester
BM2 (SW) Elisa Sierra
BM2 (SW) Joshua Pelletier

NEC 4229 - Heat Exchanger Repair Technician
MM1 (SW) Gregory Rochester

NEC 4651 - Outside Electrical Repair Technician
EM1 (SW) Jeremy Knase
EM3 (SW) Ryan Sogge
EM3 Jujuan Jackson

NEC 4911 - Shipfitter
HT1 (SW) Matthew Bradley
HT2 Gregory Kelly
HT2 Markvincent Pillejera
HT2 (SW/AW) Joshua Maza

NEC 834A - Valve Repair Technician
GSM2 (SW) Brandon Podhradsky
MM1 (SW) Richard Casey
MM1 (SW) Tyrone Mack
MM1 (SW/AW/EXW) Joel Henderson
MM2 (SW) Darrell Coggins Jr
MM2 (SW) Samuel Mcelnajr Jr
EM2 Andrea Vargas

NEC 835A - Watertight Closure Maintenance Technician
HTC (SW) Stephen McIntosh

NEC 4227 - Pump Repair Technician
GSM2 (SW) Sixto Contreras
GSM3 (SW) Todd Wicklund
MM1 (SW) Jose Saavedramora
MM1 (SW) Noe Contreras

MM2 Christopher Germond
MM2 (SW) Aaron Westre
MM2 (SW) Brandon Longmire
MM2 (SW) Thomas Larmon
MMC (SW/AW) Lance Rothwell

NEC 4541 - Hydraulic Repair Technician
GSM1 (SW) Daniel Hawn
GSM2 Steven Miranda
GSM2 (SW) Rayneice Jarvis
MM2 (SW) Kevin Trinidad

NEC 4228 - Air Conditioning and Refrigeration
MM1 (SW) Justin Clapper
MM1 (SW) Callen Lamoreaux

NEC 4652 - Inside Electrical Repair Technician
EM2 (SW) Anna Delgado
EM2 (SW) Eliza Ochoa
EM2 (SW/AW) Katherine Earls

Southeast Regional Maintenance Center

NEC 0121 - Rigger / Weight Tester
BM1 (SCW) Kevin Parker
BM1 (SW) Anthony Stokesbury
BM1 (SW/EXW) Henry Lawson
BM1 (SW/IW) Fred Lowe
BM2 (SCW) James Dowdee
BM2 (SW) Crystal Johnson
BM2 (SW) Guillermo Mendez
BM2 (SW) Marcus Jones
BM3 (SW) Daleon James
BM3 (SW) Rodneika Byrdwilliams

(Continued from page 30)

(Continued on page 32)
Southeast Regional Maintenance, continued:

NEC 4229 - Heat Exchanger Repair Technician
  MM1 (SW/AW) Travis Blackshear
  MM2 (SW) Samuel Delarosagarcia

NEC 4542 - Outside Machinist
  GSM3 (SW) Dariela Rodriguez

NEC 4651 - Outside Electrical Repair Technician
  GSM3 (SW) Dariela Rodriguez

NEC 4952 - Pipefitter
  HTFA Valeria Duenez

NEC 834A - Valve Repair Technician
  GSM3 (SW) Marshall Jordan
  GSM3 (SW) Vanessa Scott
  MM1 (SW/AW) Brian Hill
  MM2 (SW/AW) Diana Alba
  MM3 (SW) Ridge Hunt
  MRC (SW/AW) Jason Broenneke
  MM1 (SW) Patrick Kelley

NEC 835A - Watertight Closure Maintenance Technician
  DC2 (SW) Joseph Deblaiso
  DC2 (SW/AW) Horace Campbell
  DCFN Zane Coster

NEC 4227 - Pump Repair Technician
  MM2 (SW) Cristito Delacruz
  MM2 (SW) Walter Galicia

NEC 4340 - Diesel Engine Repair Governor & Injector Repair Technician
  EN1 (SW/AW) Mark Nicholas III
  EN1 (SW/EXW) Woodrow McCary
  EN2 (SW/AW) Brittney Gatchalian

NEC 4228 - Air Conditioning and Refrigeration
  MM2 (SW) Stedman Davis

NEC 4652 - Inside Electrical Repair Technician
  EM2 (SW) Dwayne Green
  EM2 (SW) Koudjouka Bislao
  EM3 Bryant Mcclain
  EM3 (SW) Opeyemi Gbokoyi
  EMC (SW) Odely Aime
  EMC (SW/AW) Kevin Olivero
  EM3 (SW) Rodriguez Nix
  EM3 (SW) Emery Thompson

NEC 4140 - Gas Turbine Repair Technician
  GSM2 (SW) April Crittenden
  GSM2 (SW) Sammy Downs
  GSMC (SW) Darwin Demeterio

Southwest Regional Maintenance Center

NEC 0121 - Rigger / Weight Tester
  BM2 (SW) Eric Shortle
  BM3N Courtney Schreiber
  EM1 (SW/AW) Quentin Ray
  BM3 Mikayla George

NEC 4145 - Gas Turbine Electrical Repair Technician
  GSE2 (SW) Joshua Curatola
  GSE2 (SW) Phillip Kallal
  GSEFA Codi Rougier

NEC 4406 - Inside Machinist
  MR1 (SW/AW) Natalie Young
  MR2 (SW/SCW) Aaron Rogers
  MR2 (EXW) Coleen Hensley
  MRFA Amilcar Belverino
  MRFN Kerri Mccluskey

(Continued on page 33)
Southwest Regional Maintenance, continued:

NEC 4542 - Outside Machinist
MM1 (SW) Peter Fajardo
MM2 Craig Willford
MM2 (SW) Camden Reid

NEC 4651 - Outside Electrical Repair Technician
EM1 (SW) Sergio Arellano
EM1 (SW/EXW) Shanquallar Omishakin
EM2 (SW) Adjani Wilson
EM2 (SW) Ken Arnett
EM3 (SW) Suresh Paudel
EMN1 (SW/AW/IW) Serita Lyles
GSE2 (SW) David Camachogarcia
GSE2 (SW) Ryan Call
GSE3 (SW) Alexander Canady
EMFN Ulyssisemanuel Buhain
EM1 (SW) Marcus Donahoe

NEC 834A - Valve Repair Technician
DC2 (SW/AW) Ricardo Broughton
EN1 (SW) Triet Le
EN1 (SW/AW) Brian Tabano
EN2 (SW) James Peddle III
EN2 (SW) John Navolanic
EN2 (SW) Vanessa Felicies
GM1 (SW) Parke Bransford
GSM1 (SW) Steven Bass
GSM2 (SW) Ethan Nguyen
GSM3 (SW) Dawson Bugay
GSM3 (SW) Nathaniel Pratt
GSMC (SW) Francis Genilo
MMC (SW) Jason Nielsen
MMN1 (SW) Matthew Crane
MR1 (SW) Luis Osorio
GM2 (EXW) Anthony Hernandez
HT1 (EXW) Gabriel Sprigel
DC2 (SW) Marissa Choe
MM3 Angelica Sorianocervantes
MM1 Ebony Stevens
EN1 (SW) Whittney Washington
HT1 (SW) Patrick Zembol

NEC 835A - Watertight Closure Maintenance Technician
BM2 (SW) Matthew Fanning
DC1 (SW) Gregory Harrod
DC1 (SW) Ryan Collier
DC1 (SW) Scott Brown
DC1 (SW/AW) Daniel Moreno
DC2 (SW) Camille Mcdonald
DC2 (SW) Crown Ngugi
DC3 (SW/AW) Kieran Connell
HT2 (SW) Joshua Mcdonough
DC2 (SW) Justin Corrales
OS2 Lucas Mihalik
DC3 Melissa Rubio

NEC 4340 - Diesel Engine Governor & Injector Repair Technician
EN1 (SW) Alan Empleo
EN1 (SW) Joshua White
EN2 (SW) Andrew Alva
EN2 (SW) Dimitrios Papadakos
EN2 (SW) Jacob Salazar
EN2 (SW) Laurence Civil
EN2 (SW) Xavier Garciacrespo
EN2 (SW/AW) Bradley Ludwig
EN2 (SW/AW) Randolph Mangaya
EN3 (SW) Dominique Slade
ENC (SW) Derrick Stokely
ENC (SW) Esteban Alvarez
ENC (SW) Juan Scull
EN2 (EXW) Michael Huls
EN1 (SW/EXW) Daniel Beavers
EN1 (SW) Sergio Coronel
EN1 (SW) Michael Tobin

NEC 4228 - Air Conditioning and Refrigeration
MM1 (SW) Brian Phillips
MM2 (SW) Joshua Tuggle
MM2 (SW/AW) Maria Quinlan
MM2 (SW/AW) Pedro Arceo
MM2 (SW/AW) William Jordan
MMC (SW/AW) Onofre Rasalan
MMC (SW/EXW) Nathan Dukes

(Continued from page 32)

(Continued on page 34)
Southwest Regional Maintenance, continued:

**NEC 4789 - Interior Communications Repair Technician**
- IC2 (SW) Joseph Dalton
- IC2 (SW) Nathan Lightfoot
- IC3 (SW) Clifford Gibbs III
- ICSN Danny Gonzalez
- ICSA Kevin Gorman

**NEC 4140 - Gas Turbine Repair Technician**
- GSM2 (SW) Anas Uddin
- GSM2 (SW) Rocky Paredes Jr
- GSM2 (SW/AW) Jason Cannon
- GSM2 (SW/AW) Ruenna Sales
- GSM3 Kathy Hidalgo
- GSM1 (SW) Rogelio Maristela
- GSMFA Marina Prest

**USS Abraham Lincoln (CVN 72)**

**NEC 834A - Valve Repair Technician**
- MM2 (SW) Robert Wooten
- MM3 (SW) Kyle Wargo

**USS Carl Vinson (CVN 70)**

**NEC 4227 - Pump Repair Technician**
- MM2 (SW/AW) Gary Zhen

**USS Emory S. Land (AS 39)**

**NEC 4911 - Shipfitter**
- HTFN Hector Delacerdaayala

**USS Frank Cable (AS 40)**

**NEC 4911 - Shipfitter**
- HT2 Ryan Haddock
- HT3 Angela Wilson

**USS Iwo Jima (LHD 7)**

**NEC 0121 - Rigger / Weight Tester**
- BM2 (SW/AW) Gunner Dahlke
- BM3 (SW/AW) Tyrail Nelson
- BMC (SW/AW) Gregory Williams

**NEC 4651 - Outside Electrical Repair Technician**
- EM2 (SW/AW) Jason Sieh
- EM2 (SW/AW) Patrick Patterson

**NEC 834A - Valve Repair Technician**
- MM2 (SW) Tyler Lettre

(Continued from page 33)
Mr. Jason Nofsker assumed the role of Mid-Atlantic Regional Maintenance Center (MARMC) Regional NAMTS Coordinator (RNC) in August 2016. He is a retired Chief Damage Controlman with 20 years of service and holds a Master’s degree in criminal justice.

Just prior to his arrival at MARMC, Mr. Nofsker supported the NAMTS program by assisting in the development of the NAMTS General Shipboard Welder / Brazer Job Qualification Requirements (JQR); he also participated in the adjudication of all the existing NAMTS JQRs.

Since taking over the MARMC NAMTS program, Mr. Nofsker has made the quality of NAMTS training at MARMC his priority. By working directly with the MARMC Command NAMTS JQR Coordinator, as well as the MARMC chain of command, Mr. Nofsker increased command communication through a streamlined monthly report and command indoctrination process. Also, Mr. Nofsker engaged both Skill Area Coordinators (SACs) and Subject Matter Experts (SMEs) within respective skill areas to determine a standard for hands-on training, oral boards and practicals.

MARMc has produced 559 graduates across 13 skill areas, an increase of 81% since December 2014. Mr. Nofsker’s goals for the future of the NAMTS program are to maintain the level of quality training that the command produces while continuing to ensure that MARMC sailors receive the ready, relevant training that the Navy requires.
<table>
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<th>Current NEC</th>
<th>New NEC March 2018</th>
<th>NEC Title</th>
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<th>MARMC</th>
<th>NNSY</th>
<th>SERMC</th>
<th>SWRMC</th>
<th>PNS DET SD</th>
<th>PSNS &amp; IMF Bangor</th>
<th>PSNS &amp; IMF Everett</th>
<th>HRMC</th>
<th>NSSF</th>
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</tbody>
</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)
- Naval Base Guam

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

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

**Navy Afloat Maintenance Training Strategy**
www.valkyrie.com/namts

**Ship Organic Repair Capability Assist Team**
www.valkyrie.com/namts_sorcat
To learn more about the NAMTS and how you or your Sailors can get involved, please contact your nearest Regional NAMTS Coordinator (RNC), Afloat NAMTS Coordinator (ANC), SORCAT Scheduler or CNRMC by using the following information.

<table>
<thead>
<tr>
<th>CNRMC - Code 900 Director, I-Level Production</th>
<th>CNRMC - Code 930 NAMTS Program Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Spagone</td>
<td>Gerald Schrage</td>
</tr>
<tr>
<td>(757) 400-0090</td>
<td>(757) 400-2103</td>
</tr>
<tr>
<td><a href="mailto:daniel.spagone@navy.mil">daniel.spagone@navy.mil</a></td>
<td><a href="mailto:gerald.schrage@navy.mil">gerald.schrage@navy.mil</a></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>CNRMC - Code 930 Assistant NAMTS Program Manager</th>
<th>CNRMC - Code 920 Maintenance Assist Team</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timothy Jones</td>
<td>Gary Evans</td>
</tr>
<tr>
<td>(757) 400-2467</td>
<td>(757) 400-2127</td>
</tr>
<tr>
<td><a href="mailto:timothy.a.jones1@navy.mil">timothy.a.jones1@navy.mil</a></td>
<td><a href="mailto:gary.evans1@navy.mil">gary.evans1@navy.mil</a></td>
</tr>
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<table>
<thead>
<tr>
<th>NAMTS Project Manager</th>
<th>THMS Project Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ted Dennis</td>
<td>Mike Mallore</td>
</tr>
<tr>
<td>(757) 363-0010 x154</td>
<td>(757) 230-2218</td>
</tr>
<tr>
<td><a href="mailto:ted.dennis@valkyrie.com">ted.dennis@valkyrie.com</a></td>
<td><a href="mailto:mmallore@fti-net.com">mmallore@fti-net.com</a></td>
</tr>
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<table>
<thead>
<tr>
<th>Assistant Project Manager</th>
<th>NAMTS Production Equipment Specialist - Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Art Sisk</td>
<td>Brian Jolley</td>
</tr>
<tr>
<td>(757) 400-2129</td>
<td>(757) 400-2208</td>
</tr>
<tr>
<td><a href="mailto:arthur.sisk.ctr@navy.mil">arthur.sisk.ctr@navy.mil</a></td>
<td><a href="mailto:brian.jolley.ctr@navy.mil">brian.jolley.ctr@navy.mil</a></td>
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<table>
<thead>
<tr>
<th>Afloat NAMTS Coordinator - East Coast</th>
<th>Afloat NAMTS Coordinator - West Coast</th>
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<tbody>
<tr>
<td>Kevin Bond</td>
<td>Larry Burns</td>
</tr>
<tr>
<td>(757) 400-2620</td>
<td>(619) 556-2259</td>
</tr>
<tr>
<td><a href="mailto:kevin.bond.ctr@navy.mil">kevin.bond.ctr@navy.mil</a></td>
<td><a href="mailto:lawrence.burns.ctr@navy.mil">lawrence.burns.ctr@navy.mil</a></td>
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<table>
<thead>
<tr>
<th>Regional NAMTS Coordinator - Mid-Atlantic Regional Maintenance Center (MARMC)</th>
<th>Regional NAMTS Coordinator - Puget Sound Naval Shipyard &amp; Intermediate Maintenance Facility (Bangor)</th>
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<tbody>
<tr>
<td>Jason Nofsker</td>
<td>Sandy Hinz</td>
</tr>
<tr>
<td>(757) 400-2619</td>
<td>(360) 315-1800</td>
</tr>
<tr>
<td><a href="mailto:jason.a.nofsner.ctr@navy.mil">jason.a.nofsner.ctr@navy.mil</a></td>
<td><a href="mailto:sandra.hinz.ctr@navy.mil">sandra.hinz.ctr@navy.mil</a></td>
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<table>
<thead>
<tr>
<th>Regional NAMTS Coordinator - Norfolk Naval Shipyard (NNSY)</th>
<th>Regional NAMTS Coordinator - Puget Sound Naval Shipyard &amp; Intermediate Maintenance Facility (Everett)</th>
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<tbody>
<tr>
<td>Andrew Porter</td>
<td>Joe Bigwarfe</td>
</tr>
<tr>
<td>(757) 396-7771, (757) 400-2350</td>
<td>(425) 304-5515</td>
</tr>
<tr>
<td><a href="mailto:andrew.r.porter1.ctr@navy.mil">andrew.r.porter1.ctr@navy.mil</a></td>
<td><a href="mailto:Joseph.bigwarfe.ctr@navy.mil">Joseph.bigwarfe.ctr@navy.mil</a></td>
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<table>
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<tr>
<th>Regional NAMTS Coordinator - Southeast Regional Maintenance Center (SERMC)</th>
<th>Regional NAMTS Coordinator - Southwest Regional Maintenance Center (SWRMC)</th>
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<tbody>
<tr>
<td>Osbert Teeka-Singh</td>
<td>Doug Scholl</td>
</tr>
<tr>
<td>(904) 270-5126 x3019</td>
<td>(619) 556-4844</td>
</tr>
<tr>
<td><a href="mailto:osbert.teekasingh.ctr@navy.mil">osbert.teekasingh.ctr@navy.mil</a></td>
<td><a href="mailto:douglas.scholl.ctr@navy.mil">douglas.scholl.ctr@navy.mil</a></td>
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<table>
<thead>
<tr>
<th>SWRMC Pre-Commissioning Unit NAMTS Coordinator</th>
<th>Regional NAMTS Coordinator - Pearl Harbor Naval Shipyard &amp; Intermediate Maintenance Facility</th>
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<tbody>
<tr>
<td>Wilford Smith</td>
<td>Ed Yamashiro</td>
</tr>
<tr>
<td>(757) 556-4814</td>
<td>(808) 473-8000 x6357</td>
</tr>
<tr>
<td><a href="mailto:wilford.smith.ctr@navy.mil">wilford.smith.ctr@navy.mil</a></td>
<td><a href="mailto:edwin.yamashiro.ctr@navy.mil">edwin.yamashiro.ctr@navy.mil</a></td>
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<table>
<thead>
<tr>
<th>NAMTS Production Equipment Specialist - East Coast</th>
<th>NAMTS Production Equipment Specialist - West Coast</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Gessner</td>
<td>Jeff McNicholl</td>
</tr>
<tr>
<td>(757) 400-2211</td>
<td>(619) 405-1463</td>
</tr>
<tr>
<td><a href="mailto:james.gessner.ctr@navy.mil">james.gessner.ctr@navy.mil</a></td>
<td><a href="mailto:jeffrey.mcNicholl.ctr@navy.mil">jeffrey.mcNicholl.ctr@navy.mil</a></td>
</tr>
</tbody>
</table>

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

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<td>(757) 400-2103</td>
</tr>
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<td><a href="mailto:timothy.a.jones1@navy.mil">timothy.a.jones1@navy.mil</a></td>
<td><a href="mailto:gary.evans1@navy.mil">gary.evans1@navy.mil</a></td>
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<th>NAMTS Production Equipment Specialist - Lead</th>
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<tr>
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<tbody>
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<tr>
<th>Regional NAMTS Coordinator - Mid-Atlantic Regional Maintenance Center (MARMC)</th>
<th>Regional NAMTS Coordinator - Puget Sound Naval Shipyard &amp; Intermediate Maintenance Facility (Bangor)</th>
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<tr>
<th>Regional NAMTS Coordinator - Norfolk Naval Shipyard (NNSY)</th>
<th>Regional NAMTS Coordinator - Puget Sound Naval Shipyard &amp; Intermediate Maintenance Facility (Everett)</th>
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<th>Regional NAMTS Coordinator - Southeast Regional Maintenance Center (SERMC)</th>
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<tr>
<th>SWRMC Pre-Commissioning Unit NAMTS Coordinator</th>
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<td>SORCAT Points of Contact</td>
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To learn more about the NAMTS and how you or your Sailors can get involved, please contact your nearest Regional NAMTS Coordinator (RNC), Afloat NAMTS Coordinator (ANC), SORCAT Scheduler or CNRMC by using the following information.