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Welcome to the 49th Edition of NAMTS News

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

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

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

NAMTS News is brought to you by:

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Commander, Navy Regional Maintenance Center (CNRMC)

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On the cover:
The forward MK15 Phalanx Close-in Weapons System (CIWS) is fired during live-fire exercise aboard the Arleigh Burke-class guided-missile destroyer USS Curtis Wilbur (DDG 54) during Valiant Shield 2016. (U.S. Navy photo by Mass Communication Specialist 3rd Class Ellen Hilkowski)
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NAMTS & SORCAT Standardization Conference
Hawaii RMC Happenings
NATA News
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Do you have content for an upcoming edition of NAMTS News? Submit your NAMTS/SORCAT success stories, articles, photos and captions to kat.ciesielski@valkyrie.com
WASHINGTON - Rear Adm. Tom Anderson relieved Rear Adm. Jim Downey as Commander, Navy Regional Maintenance Center (CNRMC) and Deputy Commander, Surface Warfare, Naval Sea Systems Command (SEA 21) during a ceremony at the Washington Navy Yard May 31.

Commander, Naval Sea Systems Command (NAVSEA) Vice Adm. Tom Moore provided the opening remarks for the ceremony.

"Over the last 36 months, Jim has had the most demanding one-star job within NAVSEA," said Moore. "What he has done over the past three years is fundamentally change the trajectory of how we oversee and manage surface ship maintenance. Tom is a fantastic leader with a proven record of success over his career, and it is not a coincidence that when I was looking to fill the toughest one-star job in NAVSEA that I turned to Tom Anderson."

Rear Admiral Anderson is an Engineering Duty Officer who most recently served as Commander, Naval Surface Warfare Center. His tenure included serving as the Littoral Combat Ship (LCS) Program Manager, where he is largely credited with stabilizing the LCS shipbuilding program; as NAVSEA Executive Assistant; as Office of the Chief of Naval Operations requirements officer; as Chief Engineer and post-delivery branch head for the DDG 51 class; as Commander, Naval Surface Forces Atlantic, mine warfare type desk officer; and as Ship Superintendent and planning yard officer at Supervisor of Shipbuilding, Bath, Maine.

NAVSEA's Deputy Commander for Surface Warfare, SEA 21 is the dedicated life cycle management organization for the Navy's in-service surface ships and is responsible for managing critical modernization, maintenance, training and inactivation programs.

CNRMC is a NAVSEA field activity and oversees the operations of Regional Maintenance Centers (RMC) in their execution of surface ship maintenance and modernization. The RMCs, located in Norfolk, Virginia; Mayport, Florida; San Diego, California; Naples, Italy; Rota, Spain; Manama, Bahrain, and Sasebo and Yokosuka, Japan, are responsible for coordinating the depot- and intermediate-level maintenance of the Navy's surface fleet. CNRMC is also responsible for the coordination of intermediate-level maintenance activities at Northwest RMC at Puget Sound Naval Shipyard in Washington and Hawaii RMC embedded in the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility.

Rear Adm. Downey has been designated to lead Program Executive Office (PEO) Aircraft Carriers as the program executive officer.
Rear Adm. Tom Anderson’s
Guiding Principles

SEA21/ CNRMC
Guiding Principles

As you begin or continue your career in the Navy, there are some things you should know about the SEA21/CNRMC team. We are professional maintainers and modernizers of ships and our success is critical to our Navy and our Nation’s defense. We take pride in what we do, we understand the importance of our mission, and we are committed to its success. Maintenance and modernization of the Surface Fleet is demanding and complex in many ways: from diversity of platforms, to evolving technology and threats, to the variety of stakeholders and associated priorities. We are up to the challenge and see the complexities as opportunities that we are responsible to make the most of. As the Navy’s leaders in Surface Fleet maintenance and modernization, no one works harder or is more committed to maintaining a state of the art Surface Fleet than the SEA21/CNRMC team.

The following principles guide how we do business. They are aligned with 1) my expectations for how you will execute your responsibilities, 2) what you should expect of me and ultimately 3) how we together will be successful in keeping the Fleet materially ready:

- **Keep It Factual.** There are those who deal in opinion and conjecture, don’t join in! We deal in data, facts and analysis. We don’t make stuff up. Take opinions and emotion out of the decision-making process. Where assumptions are necessary, make them educated ones.

- **Be Proactive.** Thinking ahead is great, planning ahead is exceptional (and a necessity for success in our line of work). Don’t get caught up in the minor dilemmas of today at the expense of getting ahead of major issues of tomorrow.

- **Prioritize.** Everything on your list may be important, but it is not all equally important. Within the priorities I set, focus your time and effort on getting the greatest bang for the buck. Success requires us all to be pulling in the same direction - if you’re unclear on which direction we are pulling, ask.

- **Communicate.** Early, often, up, down and sideways. Push good news with the same energy normally applied to bad. Be approachable - more people will approach you. Be transparent in all you do. Listen, you may learn something. Communicate respectfully - internally and externally - you represent not only yourself, but SEA21/CNRMC and the Navy.

- **Finish.** (OHIO rule - only handle it once). When you address an issue, follow through in a way that retires it. Loose/untied ends are something that we will trip over later. Hold each other accountable where issues cross lanes to get to “done done”.

- **Build Depth.** Depth in our knowledge and experience equates to flexibility and opportunity. Take ownership in getting new members indoctrinated properly (the way you would want to get brought on board) and getting existing members the experience/challenges that will allow them to take on greater responsibilities. If you’re stagnating or struggling, speak up.

- **Keep It Upbeat.** We get to work on ships, how cool is that! You are part of an exceptional and dedicated group of professionals, entrusted with maintenance and modernization of our Fleet. Take pride in and celebrate your accomplishments (the big and the small). Enthusiasm is contagious!

~RDML Tom Anderson
Deputy Commander, Surface Warfare, NAVSEA
Commander, Navy Regional Maintenance Center
As I start to wrap up my tour at Commander, Navy Regional Maintenance Center (CNRMC), I have to say that it has been the most rewarding experience of my Navy Career. “Why?” you might ask. It’s because we have made a real and significant impact to the United States Navy, and we have invested in the future of the Navy through the Navy Afloat Maintenance Training Strategy (NAMTS) and Ship Organic Repair Capability Assessment Team (SORCAT) programs. The future ship self-sufficiency of our Navy is being built today by all of our professionals on the deck plates of our Regional Maintenance Centers, Intermediate Maintenance Facilities, Naval Shipyards, Submarine Tenders, Large Deck Amphibious platforms, and Aircraft Carriers. The subject matter experts whom we have training our Sailors in NAMTS are without compare in any other navy in the world.

The true care and dedication that I see in the eyes of the NAMTS training qualifiers around the world make me feel so much better when thinking of the near peer competitors we are facing in today’s Navy. In the high-end fight, there will be no pulling into port to have a technical assist come aboard, or even a phone call for help. We will be in a communications denied environment, repairing battle damage while continuing to fight the ship.

This is where NAMTS and SORCAT are going to ensure the United States Navy is victorious; nobody else can do what we can do. Keep improving and creating more NAMTS-qualified Sailors. Our Navy and our nation are depending on it.

Again, I have never been more proud of a Command and its accomplishments than I am here at CNRMC. Thank you for what you do!
MARMC Hosts
USFF Command’s 3M Summit

By Robin Hiddemen, Senior Engineer

Mid-Atlantic Regional Maintenance Center (MARMC) hosted U.S. Fleet Forces Command (USFFC) annual Maintenance and Material Management (3M) Summit in Norfolk, VA, from April 23 - 25, 2019. There were approximately 140 participants, which included representation from all USFFC type commands (TYCOMS), system commands (SYSCOMS), In-Service Engineering Agents (ISEAs) (and other echelon II commands, as well as, centers, directorates, divisions, and special offices – such as SEA 04, SEA 06, PEO C4I, USCG Engineering Logistics Center, NSWC Philadelphia Division, NSWC Port Hueneme Division, NAVPERS 402-D, Maintenance University, and 3M leaders from the following aircraft carriers:

- USS John C. Stennis (CVN 74)
- USS George H. W. Bush (CVN 77)
- USS George Washington (CVN 73)
- USS Theodore Roosevelt (CVN 71)
- USS Gerald R. Ford (CVN 78)
- USS Carl Vinson (CVN 70)

The purpose of the 3M Summit is to address maintenance and material management problems, reduce administrative burden, and challenge requirements. The summit is designed to share lessons learned, program information and to strengthen networks. Rear Adm. Mark Whitney, USFFC Fleet Maintenance Officer (N43), was the keynote speaker and emphasized the imperative for self-sufficient Sailor maintenance and how this will help the fleet commander revolutionize readiness, such as how the great power competition necessitates the ability to fight and survive in contested environments. To the maintenance community, this means tying together afloat maintenance training, ship material condition assessments, strike force intermediate maintenance, and 3M.

A member from Commander, Navy Regional Maintenance Center (CNRMRC) briefed four initiatives aligned to providing self-sustaining Sailors at sea. Having Sailors performing intermediate-level maintenance while on shore duty also helps develop skills needed when they rotate back to sea duty. Material assist teams have been established in multiple functional areas and they work with ships to assist with maintenance while training and demonstrating the right way to do maintenance. The Navy Afloat Maintenance Training Strategy (NAMTS) program is maturing and provides robust qualification requirements to gain important skills and earn NEC codes. Finally, the Ship Organic Repair Capability Assessment Team (SORCAT) assesses the equipment, supplies, and condition of shipboard repair facilities. Their goal is to document and correct any deficiencies that prevent ships from using their repair equipment to be self-sufficient at sea.

The USFF Fleet Master Chief and the Command Master Chiefs from Commander, Naval Sea Systems Command and Commander, Regional Maintenance Center (CNRMRC) participated in a lively roundtable discussion with the audience, providing their perspective on the state of maintenance on ships. They emphasized the need for Sailors, especially chiefs, to be the absolute technical experts for their equipment. Short-sighted changes made in the late 1990s and 2000s created a deficit of trained, skilled, knowledgeable Sailors. They stressed the need for change through more effective hands-on training, education, and culture.

This was the best-attended and most successful 3M Summit so far. TYCOMs, SYSCOMs, ISEAs, and supporting activities are communicating openly and honestly, collaborating, and focusing on 3M success. Leadership has made it very clear we will focus on making Sailors self-sufficient. We need to use the opportunity this environment provides to resolve all challenges that inhibit the success of 3M. Ten action items were generated during the event; they will be addressed and adjudicated through the requirements management board process.

Rear Adm. Mark Whitney, director, Fleet Maintenance, U.S. Fleet Forces Command, delivered the 3M Summit keynote address. (Photo by Steve White, MARMC Public Affairs.)

USFF Fleet Master Chief, Richard O’Rawe (center), NAVSEA’s CMDCM (SS/SW) Robert Crossno, Jr. (left), and CNRMC’s, CMDCM (SW/EXW/AW) Scott Kelley, shared their perspectives on the state of maintenance on ships. (Photo by Sharon Jones, SORCAT Logistician.)
“NAMTS/SORCAT trains self-sufficient Sailors to repair/operate/maintain their equipment in a denied environment.”

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

“...and the SORCAT team for the help during their recent visit to MILIUS. The team provided valuable training to the crew. Perhaps most critically, they identified what we did not know we did not know. Namely, they helped us in identifying missing or degraded hardware that walked off somewhere in the 22-year history of the ship. In some cases they were able to help MILIUS procure locally, in others they helped us order the correct tools. All of these efforts make us more self-sufficient. I look forward to the final report and applaud your efforts to better the fleet.”

~ CDR Jon Hopkins, Commanding Officer

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The following is another example of how SORCAT partners with ship’s force for the betterment of the fleet.

**ISSUE**

A CVN had a degraded valve test stand (Model TR-6000-H). SORCAT coordinated with the ship’s Repair Division LCPO to assess equipment in the valve shop. The LCPO informed the SMEs that the valve test stand’s hydraulic pump created an oil mist from the muffler assembly and was degraded due to limited pressure build up. The pressure was insufficient to raise the piston table to the proper level. SORCAT conducted an operational test of the valve test stand and observed the hydraulic oil mist coming out the top of the hydraulic pump.

**IMPACT**

The ship’s valve test stand had been degraded for the past two years. Ship’s force was not able to “pop test” any relief valves. The non-availability of the test stand prevents ship’s force from supporting scheduled maintenance during deployment to include ships assigned to Forward Deployed Naval Forces (FDFN). During the SORCAT visit, all maintenance support activities (CVN-76, Ship Repair Facility Yokosuka and Carrier Engineering Maintenance Assist Team (CEMAT) Valve Barge) valve test stands were out of commission. The CEMAT Valve Barge test stand was out of commission (excess of one year) and was scheduled for replacement.

**HOW SORCAT HELPED**

SORCAT requested that the Repair Division tag out the valve test stand so that the hydraulic pump could be removed, disassembled and inspected. Once the valve test stand was tagged out, SORCAT SMEs assisted ship’s force in the disassembly and inspection of the hydraulic pump. Ship’s force reviewed the technical manual troubleshooting procedure to determine the cause of the oil mist. Line Item Nr. 3 in the troubleshooting section identified that hydraulic fluid discharging in the exhaust air is triggered by either damaged seals in the fluid body assembly (Piece Nr. 21) or the fluid piston (Piece Nr. # 16 or 28) as a result of scoring. The technical manual recommended the craftsman replace O-ring (piece Nr. 17 or 29) and retainer (Piece Nr. 18 or 30). SORCAT SMEs provided over the shoulder technical assistance to ship’s force during the disassembling of the pump and the inspection of associated internal parts. As a result of the internal inspection, the shutter O-ring (Piece Nr. 17) and nitrile seal (Piece Nr. 17) were replaced. Additionally, SORCAT SMEs helped ship’s force reassemble the pump and install it in the valve test stand. An operational test was conducted on the hydraulic pump and the valve test stand. The hydraulic pump still exhausted a little oil mist from the muffler but the amount had been greatly reduced. The valve test stand hydraulic pump was able to generate hydraulic pressure to designed pressure parameters and raised the piston table to safely support clamping valve flanges while maintaining required pressure. SORCAT SMEs recommended that since there was still hydraulic oil coming out of the exhaust air, that the work center should procure an overhaul kit for the hydraulic pump. SORCAT SMEs provided ship’s force with the Original Equipment Manufacturer (OEM) Sprague Operation and Maintenance Manual (Model S-216-J Series Air Driven Hydraulic Pump) and the overhaul kit number (Part List Nr. 90680-01001) for the hydraulic pump.

**IMPACT AFTER REPAIRS**

After repairs to the valve test stand, the Strike Force Intermediate Maintenance Activity (SFIMA) capabilities for valve testing was reestablished and the CVN was once again able to support the ships assigned to the SFIMA.
One of the easier aspects of shipboard operations to overlook is the weight handling and rigging of equipment. It would appear that if you have a sling and a chain hoist available, then one should be able to move equipment from one space to another. Sailors accomplish the task, and leadership needs to ensure that their Sailors do it safely and efficiently. As the SORCAT program has increased its visits to fleet units, some common elements are starting to become apparent across all classes of ships.

First, it’s commonly noticed that the minimum required number of beam clamps are not aboard. While this is a minor factor, it does directly contribute to Sailors having to work harder due to the lack of required equipment.

A second area of concern pertains to chain hoists. During visits, SORCAT has found numerous chain hoists were not in current periodicity for their weight test (MIP 6645 / MRC 32 1BE7 N requires chain hoists to be weight tested every 60 months and after repair, modification, or overhaul). Additionally, SORCAT discovered chain hoists that were not being tracked in the ship’s weight handling program, as well as finding personally owned chain hoists that had been purchased by individual Sailors. Although a good Sailor will do whatever it takes to ensure that the job gets done, leaders must ensure we give them the proper equipment and training to ensure their safety.

A third area of weight handling and rigging SORCAT has observed is the deficiencies in both the availability of and condition of the nylon slings being used for rigging purposes. Nylon slings are to be inspected daily and/or prior to each use. SORCAT discovered slings that had been locally procured for the shop that are not in the ship’s weight handling program; therefore, the slings are not covered by Planned Maintenance System (PMS) and there is no indication or documentation that they have been sufficiently weight tested or properly PMS’ed.

The final area of concern witnessed by SORCAT that effects weight handling and rigging is the use of pad eyes. The installed pad eyes and tie down points on the ship have been weight tested and have a safe working load posted. SORCAT found self-installed pad eyes have had been mounted to support work.

The pictured pad eye has not been weight tested and there is no indication of a safe working load. The individual that installed the pad eye no doubt had the best of intentions and was likely simply trying to accomplish the mission, however, the unsafe pad eye could fail under a load, resulting in damage to equipment and more importantly, injury to a Sailor.

Leaders have a responsibility to make sure Sailors have the proper tools to accomplish the mission. Cranes, davits, and larger weight handling equipment are more visible and also more centrally tracked, but it is the chain hoists and slings that are used most frequently. They are also more likely to be locally procured and not tracked as part of the weight handling and rigging program since they are easily stored out of sight in a shop.

It is vitally important that all levels of leadership take the time to ask their personnel if they have any of this locally procured equipment in the shop; if they do, ensure it is tracked through the ship’s weight handling program and properly weight tested with documentation before use. Also, during zone inspections, look for the “Sailor Alt” pad eyes or other weight bearing modifications. No Sailor is intentionally going to do something that will result in damage to equipment or injury to personnel, but in their desire to complete a task at hand, he or she may make a hasty decision that could result in serious injury.
On May 6, 2019, the NAMTS Industrial Plant Equipment (IPE) team traveled to Bremerton, WA, to participate in the 2020 Naval Sea Systems Command (NAVSEA) 04X4 Headquarters (HQ) review for the Ship Maintenance Improvement Program (SMIP). Leading the way were Mr. Dan Spagone, Commander, Navy Regional Maintenance Center (CNRM/C), C900, I-Level Maintenance Director; Mr. Gary Evans, CNRM/C, C910, I-Level Maintenance Production Manager; and Mr. Scott Buchanan, CNRM/C, C920, Programs/Industrial Plant Equipment (IPE). CNRM was supported by NAMTS IPE Support Contractors, Mr. Brian Jolley, Mr. Al Johnson, Ms. Shiloh Stockton and Mr. Jerry Pinchinat.

The IPE team presented eight projects for Fiscal Year (FY) 2020 funding consideration:

- To advance tool and part making capabilities and availability, the IPE Team proposed that Mid-Atlantic Regional Maintenance Center (MARM/C) obtain an Additive Manufacturing Machine (AMM) with metal printing capabilities.
- In conjunction with the AMM, the IPE Team recommended that MARM/C procure a Coordinate Measuring Machine (CMM) that will allow MARM/C the added capability of the precise measuring of complex, multi-layer parts, inspection of strict tolerance parts, measuring down to the .0000001, and the added advantage of verification, testing, profiling, design, and reverse engineering. To maintain the optimum conditions for the AMM and the CMM, they are to both be housed in a protective enclosure.
- To enhance MARM/C’s Naval Dive Team’s capabilities, the IPE Team recommended that they be outfitted with a Dive Support Vehicle (DSV), a fully-functional mobile unit used to support day-to-day pierside operations in the practices of Underwater Ships Husbandry (UWSH) on naval surface ships, carriers, and submarines.
- The IPE Team suggested that Southwest Regional Maintenance Center’s (SWRMC) milling capabilities be upgraded with three new Computer Numerical Control (CNC) Vertical Machining Centers (VMC), as their current CNC Machines have reached the end of their life cycle.
- To advance tool and part making capabilities and availability, the IPE Team recommended that they be outfitted with a Dive Support Vehicle (DSV), a fully-functional mobile unit used to support day-to-day pierside operations in the practices of Underwater Ships Husbandry (UWSH) on naval surface ships, carriers, and submarines.
- The IPE Team proposed that they be outfitted with a Coordinate Measuring Machine (CMM) that will allow MARM/C the added capability of the precise measuring of complex, multi-layer parts, inspection of strict tolerance parts, measuring down to the .0000001, and the added advantage of verification, testing, profiling, design, and reverse engineering. To maintain the optimum conditions for the AMM and the CMM, they are to both be housed in a protective enclosure.
- To ensure that precision and accuracy is a constant, the IPE Team recommended that Southeast Regional Maintenance Center (SERMC) also receive a CMM with the protective enclosure.

The process of procuring capital investment equipment is lengthy and detailed. It starts with identifying the need for a Regional Maintenance (RMC) requirement that increases capabilities or replaces an antiquated asset. The team spends countless hours performing market research and working with shop leads to identify the right equipment specifications. Standardization of plant equipment across the entire CNRM enterprise is also a consideration. When procuring equipment for RMCs with differing footprints and missions, coordination and collaboration across groups is required to ensure that the prospective equipment can perform a wide range of functions. The Capital Asset Tracking System (CATS) is the vehicle used to facilitate project development, submittal, and approval. Economic analyses are performed on every project to forecast the return on investment and these numbers are validated one year after the installation of each piece of new equipment.

In FY16, the IPE team had one project approved; in FY17, two projects were approved. FY18’s efforts resulted in funding for five projects and in FY19, three projects were approved. The IPE team is already refining FY21 and FY22 HQ review requirements as well as leading the coordination and installation efforts for projects that have been funded, to include SERMC’s Modular Media Blast Booth and SWRMC’s Mobile Diving Support Unit.

The NAMTS Production Equipment Specialists (PES) will continue to work hard to support the RMCs’ equipment needs to keep our Sailors trained and our ships fit to fight.
Rear Adm. Tom Anderson, Commander, Navy Regional Maintenance Center (CNRMC) and Deputy Commander, Ship Maintenance and Modernization, Naval Sea Systems Command (SEA 21), visited Mid-Atlantic Regional Maintenance Center (MARMС) and Southwest Regional Maintenance Center (SWRMC) in June 2019, then made his way to Southeast Regional Maintenance Center (SERMC) in July 2019.

While at MARMC on June 12, Anderson participated in a Navy Afloat Maintenance Training System (NAMTS) program graduation. While addressing those present for the NAMTS graduation ceremony, he said, “Congratulations! This is the beginning of a journey. You’ve got an education and you know what you need to do once you get out to the ship. Now we’re going to put to work the things you’ve learned here.” “The time to know how to care for and maintain our ships is not when we’re in battle and we need it; the time is now,” he added.

Anderson also received capability demonstrations of Production Department shops and toured spaces in Buildings CEP-200 and LF-18. A little more than a week later, Rear Adm. Anderson was on the opposite side of the country visiting SWRMC.

“It is my priority, during my first 90 days as CNRMC and SEA 21, to visit all of the activities in the organization,” said Anderson. “It was great to be at SWRMC in my official capacity to see the immense amount of support this Command provides the Fleet and get to know the Sailors and civilians working hard to ensure our nation has ships ready to support the Navy’s mission.”

During his SWRMC visit, Anderson toured SWRMC’s Production Shops and facilities to meet the Force behind the Fleet. The tour included stops at Corrosion Control, Life Raft, Ready Service Lockers, Flexible Hose, Diesel Engine, Welding, Rigging Weight Test and Gas Turbine shops. Additionally, he visited the Mobile Innovation Center, where Anderson talked with the Sailors and civilians who design and produce 3D printed parts for the ships on the waterfront, and the Calibration Lab at Naval Air Station North Island.

Anderson also awarded certificates to Sailors who recently completed the NAMTS program. In addition to touring SWRMC facilities, Anderson held meetings with all levels of SWRMC leadership, both Sailors and civilians, to share his guiding principles and expectations.

During his visit to SERMC July 9-10, Anderson met with executive leadership to discuss his guiding principles, conducted a Navy Afloat Maintenance Training Strategy (NAMTS) certificate presentation and engaged with Sailors and civilians from each shop and department during a tour of the facility. The visit also included “Coffee with the Chief’s Mess” where he shared his guiding principles and had a question and answer session, and concluded with tours of local contractor facilities.

During the presentation of the NAMTS certificates, Anderson stressed the importance of the program. NAMTS is a NAVSEA initiative designed to improve maintenance capability and self-sufficiency at sea through on-the-job training while earning Naval Enlisted Classifications (NEC’s) on shore duty.

“At some point, you’re going to go back to sea and you will apply the expertise you’ve acquired here,” Anderson told Sailors who recently earned NAMTS NECs. “You need to be a forceful advocate for what you’ve learned. When something breaks at sea and you feel you’ve got the capability to fix it, you should pipe up and say ‘I got it!’” Anderson said.

“Maintenance and modernization of our Fleet is a complex business – from the diversity of platforms to associated priorities we need to address,” said Anderson. “As leaders in the maintenance community, successfully meeting our mission is critical to our Navy and our Nation’s defense. We must take pride in delivering ships to the Fleet and supporting the warfighter.”
Since March 2018, USS San Francisco (SSN 711) has been actively participating in the Navy Afloat Maintenance Training Strategy (NAMTS) program at Norfolk Naval Shipyard (NNSY). In the middle of a major conversion from a fast-attack submarine to a Moored Training Ship (MTS), certain members of the crew are in a unique position to benefit from the NAMTS program. Three of San Francisco’s Sailors enrolled in the NAMTS Diesel Engine-Governor & Injection Repair Technician Job Qualification Requirements (JQR) in April 2018. Over the course of several months, these motivated Sailors received training from a plethora of experienced Diesel Repair technicians at NNSY. Feedback from shop supervisors revealed that the Sailors were knowledgeable, eager to learn, and most importantly, excited to obtain this valuable training to benefit not only themselves but also the fleet.

By the beginning of 2019, all three Sailors had completed the requirements necessary to finish the training and had their paperwork routed to the shipyard Deputy Commander for approval. After nearly a year-long qualification process, on a cold February day, on top of the USS San Francisco’s berthing barge, MMN1(SS) Kyle Ferguson, MMN1(SS) Michael Crane and MMA2(SS) Justin Garside received their NAMTS certificates. They were the first Sailors assigned to a submarine to earn NAMTS Certificates.

NAMTS at NNSY has evolved into a multi-lateral training hub and regularly hosts Sailors from Mid-Atlantic Regional Maintenance Center (MARMC), USS Vicksburg (CG 69), PCU USS Paul Ignatius (DDG 117), USS San Francisco and Nuclear Regional Maintenance Depot (NRMD).
The best way to lead is by example. As the Command Senior Chief of Puget Sound Naval Shipyard (PSNS) and Intermediate Maintenance Facility (IMF) Detachment Everett, CMDCS Jason Morris voluntarily enrolled in the Navy Afloat Maintenance Training Strategy (NAMTS) program so he could become more familiar with command operations.

“It became clear to me, what better way for Sailors to understand the importance of the NAMTS program, and for those Sailors to understand their sustainability at sea when a technical representative is not available, than to enroll myself,” he said. Senior Chief Morris added that having the opportunity to see the Sailor and civilian team at PSNS & IMF Detachment Everett work together has increased his maintenance knowledge and has made him a better leader by engaging with extremely knowledgeable and experienced personnel in the organization.

CMDCS Morris also acknowledged the effectiveness of the NAMTS Program and how it keeps Sailors relevant and ready. It helps them become more capable and prepared, which benefits the fleet, especially when Sailors return to sea duty.

Talking about his role as a leader, he pointed out that if one has to question one’s purpose, then perhaps that individual is in the wrong profession; but when you are able to influence people by making them see their purpose and the mission’s tasks, then you have now changed their vision. He concluded, “My responsibility is to ensure that my Sailors have a Command Senior Chief who is not just a member of the Triad, but a Sailor who can execute the command’s mission through action vice words. Hooyah, Navy!”

On February 15, 2019, the NAMTS program at PSNS & IMF provided NAMTS Navy Enlisted Classification (NEC) Certificates to 23 Sailors during a ceremony held in Bldg. 2000’s auditorium at Naval Station, Everett. Each Sailor earned a NEC code accompanied by in-depth training which increases a Sailor’s cognitive skills leading to improved advancement examination scores and broadened job opportunities.

The NAMTS program provides on-the-job training to Sailors stationed at shore intermediate and regional-level maintenance facilities. The program builds on the Sailors’ existing skills carried over from previous commands and provides opportunities to learn new skills that enable them to become technical experts needed for the future of our Navy. NAMTS gives Sailors the opportunity to learn, practice, and become proficient in a wide variety of journeyman level skills. Sailors qualify to be assigned to NAMTS-designated afloat billets where the Sailors can take their journeyman level skills to provide their ships with enhanced self-sufficiency maintenance and repair capabilities.

PSNS & IMF Detachment Everett Officer-In-Charge, CDR Mark Schuchmann presented each Sailor with a NAMTS NEC certificate and offered them a congratulatory handshake. Of the 23 Sailors awarded a NAMTS Certificate, five were Chief Petty Officers. This is the most Chief Petty Officers to receive NAMTS Certificates at PSNS & IMF Detachment Everett and exemplifies the Chief leadership and teamwork qualities aboard the command. PSNS & IMF Detachment Everett’s Chiefs lead by example and believe every Sailor assigned to the command should earn at least one NAMTS NEC during their time onboard.

By Andrew Porter, Regional NAMTS Coordinator

On February 26, 2019, Mid-Atlantic Regional Maintenance Center (MARMC) hosted a NAMTS Rodeo on its “Main Street”.

The event was a result of a meeting that took place between MARMC Command Master Chief, Timothy Bailey, and MARMC’s Regional NAMTS Coordinators (RNC), Mr. Andrew Porter and Ms. Felicia Reid. During that meeting, the RNCs informed CMC Bailey of some of the challenges MARMC Sailors were experiencing with Job Qualification Requirement (JQR) updates and progression. Master Chief Bailey suggested holding an event similar to that held by afloat commands on their mess decks to implement Enlisted Surface Warfare Specialist (ESWS) training for large groups. Thus, planning and preparation for the inaugural NAMTS Rodeo commenced!

The goal was simple: provide Sailors with the opportunity to obtain training from subject matter experts in a controlled environment and boost awareness of MARMC’s NAMTS program. When the event started, hundreds of Sailors came out with their JQRs to obtain training on topics such as Safety, First Aid, Rigging Fundamentals, Fiber Optics, Tag-Out Fundamentals, Valve Repair, and more.

The event was a huge success which also resulted in an increase in Sailor morale for the NAMTS program. The RNCs received meaningful feedback about the rodeo and are in the process of coordinating future events. Several benefits of holding the NAMTS Rodeo at MARMC quickly came to light as the event wrapped up. The event showed Sailors that getting NAMTS training can be a fun experience and perhaps more rewarding than they may have realized. It also provided MARMC’s subject matter experts the ability to sharpen their training style and get their message out to a wider audience.

The MARMC NAMTS program has enjoyed outstanding support from command leadership and various production shops where Sailors receive training. Civilian and military qualifiers alike work hard to provide the foundation for the NAMTS program’s 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 MARMC, the NAMTS program continues to prove its value in enhancing Navy maintenance initiatives and increasing Sailor self-sufficiency that will be utilized fully when the Sailors return to the fleet.

Above: Sailors receive training on Fiber Optics from GSE1 (SW) Caldwell and Laura Carter, Fiber Optic Supervisor/QA. (Photo by NAMTS Public Affairs.)

Below: The Watertight Closure training included an opportunity for demonstration. (Photo by NAMTS Public Affairs.)

Above: Capt. Rey Tanap, MARMC’s Production Officer, takes time out for a quick photo with Regional NAMTS Coordinators Mr. Andrew Porter and Ms. Felicia Reid. (Photo by NAMTS Public Affairs.)

Below: EM1 McGuire and EM2 McDonald provide training on Cardio Pulmonary Resuscitation (CPR) to NAMTS Rodeo attendees. (Photo by Andrew Porter.)
Motor Repair Shop
Spins it for a Reason

By Rob Campbell, Regional NAMTS Coordinator

Trident Refit Facility, Bangor, Motor Repair Shop, Code 330, shop 51A, takes pride in completing their mission of the repair and overhaul of motors and generators. Through the Naval Afloat Maintenance Training Program, they provide Sailors with hands-on experience in safely, accurately and effectively balancing and spin testing rotors and performing computerized sound analysis of rotating machinery.

A noisy ship or submarine is an easy target. The importance of maintaining low machinery noise levels aboard submarines cannot be overstated; a ship’s ability to hear, as well as its liability of being heard, is a function of its own machinery noise levels.

“The Sound Program is a critical part of preventative and corrective maintenance allowing Sailors to analyze and predict the current and future problems in rotating equipment,” said Chief Electrician’s Mate Nuclear Jeffrey A. Mathews, the Leading Chief Petty Officer (LCPO) for the Motor Repair Shop, 51A.

“Sound analysis is a vital element for maintenance personnel to provide the highest material readiness and ensure maximum fleet warfighting capability,” said Chief Electrician’s Mate Nuclear Peter N. Woelkers, the Code 300 LCPO.

Vibration aboard any Navy vessel at sea is unwanted and can quickly become catastrophic. Early equipment failure, improper balance, misalignment or deteriorating bearings are all causes of vibration. Whether it’s from the motor shaft, pump or the fan to which it is attached, each vibration has its own displacement and frequency.

Sailors and civilians in shop 51A start by measuring the rotor then adjusting the in-shop test stand for the size and type being balanced. The rotor is rigged and placed on the stand, then all safeguards are put in place for the safety of all personnel and the integrity of the equipment. The rotor measurements are entered into the computer and are then checked for operability. Once the rotor is leveled, it is spun at 50 percent of its normal operating speed and visual checks of the rotor are performed to identify abnormalities. The computer then displays positions of imbalance upon the rotor for the inputted measure points. The mechanic will then adjust the imbalanced points of the rotor by adding or removing weight. The process is repeated until the rotor is balanced within the manufacturer’s specifications.

The shipboard portable sound analyzer can be an effective tool used to measure vibration frequencies, indicating the need for maintenance or corrective action of equipment. Once the equipment is brought to normal operating temperature, it is tested to identify any noise generated by loose components or imbalance of rotating internal parts. This is done by identifying the frequency or frequencies causing the excessive band levels coinciding with components throughout the equipment. Being able to identify these frequencies, then eliminating or minimizing them, improves the ships abilities for sonar listening capabilities, reduces detection probabilities, lowers machinery maintenance costs, increases the reliability of machinery operation, and improves personnel safety and comfort.

When asked about his experience with NAMTS so far, Electrician’s Mate Second Class Andy J. Garcia said, “Here at TRF Bangor, you have the opportunity to work with SMEs (subject matter experts) who can take the time to teach you the proper way, and the logic as to why things are done a certain way. The NAMTS Program provides knowledge and understanding of in-rate work that goes above and beyond any prior career experiences thus far.”
The beginning steps for all budding fiber optic technicians is to learn and fully understand what fiber is and what it does for our naval fleet. Not too long ago fiber’s role in naval combat and communications systems was certainly uncharted territory. Fast forward to today’s fleet, and the change fiber optics has made is undeniable. Just in the last year, a white paper was released discussing the world’s first fiber optic nano-electronic detector device. This device encodes more data and processes it much faster by using a highly specialized form of “twisted” light.

In the last two decades, fiber optic technology has seen some incredible developments; and at the forefront, is the United States military. The naval surface fleet combat systems that heavily rely on this fiber technology has only one thing standing between them and its ability to do its job, the maintainer. Everything is only new once and in the world of fiber optics, this is a critical factor for the fiber optic technician. Fiber optic specialists are finding themselves not only thrust into a relatively new technical field, but in addition, it is rapidly transforming and growing much faster than expected, which means these technicians have to be the best. In order to develop Fiber Optics technicians capable of meeting the needs of the fleet, Commander, Navy Regional Maintenance Center (CNRMC) and NAVSEA 04 are partnering on the establishment and implementation of a Fiber Optics Repair Technician course. The objective of this partnership is to have Fiber Optics training curriculums that are as similar as possible. The only difference will be the audience receiving the training. CNRMC’s version of the proposed training will be conducted at the Regional Maintenance Centers (RMC) as part of the Navy Afloat Maintenance Training Strategy (NAMTS) program, and the NAVSEA 04 version will be taught to civilian shipyard employees. This training partnership will allow for Sailors and civilian employees to receive training at either an RMC or NSY (if quotas are available).

In pursuit of ensuring the training that CNRMC and NAVSEA 04 are developing is identical, both commands are working with NAVSEA’s Naval Surface Warfare Center’s Dahlgren Division (NSWCDD), the Navy’s Fiber Optic Technical Direction Agent (TDA) charged with overseeing and approving all Navy Fiber Optics training programs. With NSWCDD’s assistance, the objective is to educate and train Sailors and shipyard civilians to be able to not only navigate fiber optic theory, but handle all aspects of connector construction and cable plant maintenance. Combat vessels are designed to be at sea, invariably this is also where 90% of system failures happen. Sailors and civilians that successfully complete the NSWCDD approved Fiber Optics training will be able to troubleshoot, repair and test any system faults that occur in order to keep the fleet units operating.

CNRMC and NAVSEA 04 both anticipate having their first “Pilot” Fiber Optics Course approved by the end of the calendar year with full training commencing in early 2020.
WASHINGTON — With the U.S. Navy attempting to keep its surface combatants such as the Arleigh Burke-class destroyers for 40-45 years each, sailors and maintainers must do everything they can to keep corrosion under control, one of the service’s senior-most engineering duty officers told attendees of the annual American Society of Naval Engineers’ Technology, Systems and Ships conference on June 20.

Vice Adm. Thomas Moore, the head of Naval Sea Systems Command, said the fleet spends billions to keep corrosion under control and that all levels of maintenance must make that a priority.

“Corrosion is one of the big things if we want to keep the ships around for 40-45 years; we have to do what is necessary on the corrosion side of things,” Moore said. “I don’t have the exact numbers, but we are spending $10 billion on our ship depot maintenance. And I’m guessing that several billion of that is corrosion-related, so it’s a significant portion of the budget.

“We have to stay on top of it. We have to be willing to do the work necessary to limit corrosion on the ship. And it’s not just at the depot. It’s in intermediate maintenance and its with ship’s force. We have to recognize that this is a law-of-physics thing and stay on top of it.”

Moore’s comments were in response to a question from an attendee who cited a number of pictures that have surfaced in recent years of surface combatants looking worse for wear with an abundance of running rust, something the Navy traditionally tried to tackle. The images have led to naval observers questioning whether the Navy allows its ships to fall into disrepair amid plans to keep them active longer than the hulls were designed for.

Explanations for the proliferation of running rust range from low manning on surface ships to over-tasking to environmental regulations that make it more difficult to remove paint. But, Moore said, it’s imperative sailors stay on top of rust to prevent its spread.

“A lot of times, [regarding] the amount of corrosion on the ship, there is a direct relationship between that and the … commanding officer’s ability, willingness to get after it on a regular basis,” Moore said. “I think its going to take a concerted effort at all levels — the ship’s force, the intermediate level and then at the depot level — for us to stay after it.”

Corrosion on the Arleigh Burke-class destroyers has been an issue in the past, and likely remains one. A 2009 secretary of the Navy brief on surface-ship maintenance cited a 400 percent increase in corrosion control jobs for Burkes between 2003 and 2009. The average age of the Burkes in 2009 was 14 years old. The Burkes in particular will be vital to maintain because the Navy is counting on getting 40-45 years of hull life out of them to get to the required fleet size of 355 ships in the 2030s.

In a commentary that ran in Defense News’ naval warfare newsletter The Drift, a retired naval officer and pseudonymous Navy commentator Cmdr. Salamander recently tied the surface fleet’s mission to show the flag overseas to physical appearance.

“To the citizens of its nation, the condition and performance of their navy does two things; first it shows that the navy is a good steward of taxpayers’ investment, and second it gives them piece of mind that if their navy sorties forward to defend the nation, odds are they are trained, manned, and equipped to do so,” Salamander wrote.

“Likewise, no coastal nation will be impressed with an ally or a competitor who huffs and puffs about the power of its navy, and then it shows up off the coast looking like a discarded ‘58 Buick with a tree growing out of the wheel well.”

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As noted in Vice Adm. Moore’s comments from the article on the previous page, corrosion is a major problem that the fleet must control and get ahead of. Steps are being taken to as the Commander, Naval Surface Force (CNSF) Corrosion Control Program Manager (CCPM) program and Commander, Navy Regional Maintenance Center (CNRM) Navy Afloat Maintenance Training Strategy (NAMTS) Corrosion Control Program Technician (CCPT) program are leading the way to turning the tide in the area of Corrosion Control in the fleet. The NAMTS CCPT Job Qualification Requirements (JQR) training program was approved for implementation in June 2019, and the training curriculum is being sent to the NAMTS Training Maintenance Activity (NTMA) and NAMTS Afloat Training Activity (NATA) sites. The objective of both the CCPM and NAMTS CCPT programs is to educate Sailors on corrosion prevention, new paints and paint application procedures, and new methods now available to the fleet. One of the newer corrosion repair innovations is the Composite Patch Aluminum Repair.

Sailors completing the CNSF CCPM training program and NAMTS CCPT program are made aware that aluminum sensitization is a condition in which the 5000 series Aluminum used in the construction of U.S. Navy ships becomes brittle, has become a growing corrosion condition in the fleet. Aluminum Sensitization can progress to the point where the aluminum plate develops cracks; these cracks require a non-weld repair as the sensitized aluminum has deteriorated to the point where weld repairs will fail and potentially cause additional cracking due to area heating. In such cases, a temporary repair is made, and documented with an Approved Departure from Specifications (DFS).

These patches are labor intensive, and can only be installed by a team of certified technicians using detailed installation kits and procedures requiring strict attention to detail. Every patch is different in design, and details are based on the size and type of crack the patch must cover. The patch must not only cover the crack, but add to the strength of the base metal as well as provide watertight integrity. In some cases, a doubler plate is installed to provide needed strength to the base metal.

The area must be sanded smooth, cleaned to remove contaminants, and tested to ensure cleanliness to the application of the sealer. The sealer is installed to provide a smooth surface and solid barrier to maintain watertight integrity prior to the installation of the 8 layers of fiberglass. Once the fiberglass is successfully installed, and vacuumed sealed to the surface, the fiberglass must be cured for 8 hours at 140 degrees Fahrenheit. The chamber is removed and the patch edge is sealed. At this time the patch is primed and painted to match the surrounding area.

Sailors assigned to Mid-Atlantic Regional Maintenance Center, Southeast Regional Maintenance Center, Southwest Regional Maintenance Center, and Hawaii Regional Maintenance Center have received the required Composite Patch Aluminum Repair training. These individuals are now part of the Certified Teams in these areas that are available to support the fleet units effected by the Sensitization.

This temporary repair, called a Composite Patch, consists of an eight-layer fiberglass patch which is vacuum-compressed and heat cured directly at the site of plate cracks. The patch is inspected annually to determine longevity, and durability and follow-on permanent repairs are completed during the ship’s scheduled availability.
Since taking the helm of Naval Sea Systems Command (NAVSEA) in June 2016, Vice Adm. Thomas Moore has made it his mission to get out and see what NAVSEA and the many programs it supports are up to.

On February 13, 2019, Vice Adm. Moore met with the leadership and Sailors at Southwest Regional Maintenance Center (SWRMC).

During his meeting with the command and staff at SWRMC, Vice Adm. Moore took some time to speak with Sailors and award some hard-earned NAMTS Navy Enlisted Classifications (NECs). Vice Adm. Moore addressed the NAMTS Graduates, many of whom had earned multiple NAMTS NECs. VADM Moore expressed how important the NAMTS program is to having a skilled workforce capable of being self-sufficient to maintain mission readiness of the fleet.

Vice ADM Moore stressed the importance of maritime superiority but also focused on the need for Sailors to have other outlets other than work. “We really are in an era of great power competition, and what NAVSEA is doing now has never been more important, but I need you to find some balance,” Moore said to the standing room-only crowd. “Work can’t be everything.” Admiral Moore spoke about the importance of striking a balance between work and life. “Balance in my life helps me recharge my battery,” Moore said. “If your single measurement is how many hours you spend at work, you’re probably destined to fail. This isn’t about working harder, and, in fact, it’s not about working smarter. It’s somewhat insulting to say that,” Moore said. “It’s not as if you aren’t out there working hard and smart. I’m amazed by your dedication, and you’re doing amazing work. It’s about a thought process that talks about radical change in the way we think about and solve problems. If we don’t start doing that, we’re going to get overtaken in this great power competition. The current path isn’t going to get us there,” Moore said. “The gap between us, Russia and China is closing. If that doesn’t scare you, it should.”

Vice ADM Moore also took time to visit SWRMC Production spaces, talking to Sailors, taking their questions and answering all inquiries he received.
On Friday, May 10, 2019, two commands combined to celebrate a Sailor successfully completing a Navy Afloat Maintenance Training Strategy (NAMTS) Job Qualification Requirements (JQR) training curriculum and being awarded a second NAMTS Navy Enlisted Classification (NEC) certificate.

Hull Technician Second Class (HT2) Esperanza Wadhwani had been assigned to Southwest Regional Maintenance Center (SWRMC) where she had enrolled in the NAMTS program and had successfully completed the NAMTS Watertight Closure JQR curriculum and was awarded her first NAMTS NEC Certification.

Prior to HT2 Wadhwani’s transfer from SWRMC, she enrolled in the NAMTS Shipfitter JQR training program; however, she was unable to complete the entire JQR. She transferred to Littoral Combat Ship (LCS) Crew 205.

LCS Crew 205 is homeported at Naval Station San Diego and HT2 Wadhwani used her available time to periodically return to SWRMC to complete the final training processes. With the assistance of SWRMC’s Welding Shop, Petty Officer Wadhwani persevered and completed the final training processes. SWRMC’s NAMTS Qualifiers took additional time with Petty Officer Wadhwani to assist her in preparation for her attempts at the NAMTS Post Exam and Oral Boards. HT2 Wadhwani’s preparation paid off as she successfully completed the test and oral board requirements.

After HT2 Wadhwani completed her final steps towards receiving her NAMTS Shipfitter NEC certification, SWRMC’s RNC worked with SWRMC’s senior leadership and LCS Crew 205’s Chief Engineer, Lt Michael Hook, and Top Snipe, CWO4 Michael Balko, and was able to coordinate a joint graduation ceremony for HT2 Wadhwani.

LCS Crew 205 Chief Engineer, Lt Michael Hook, presented the graduation certificate as Crew 205 members and members from SWRMC’s Code 925 (Welding Shop) were in attendance. LCS Crew 205’s Command Senior Chief (MNCS Steven Hassler) lauded HT2 Wadhwani for her motivation to increase her personal and military knowledge while bringing a much needed skill to the command. Senior Chief Hassler encouraged his entire crew to seek out opportunities available at SWRMC and Surface Warfare Officer’s School (SWOS) to become more capable Sailors.
Sailors in the Spotlight:
MM2(SW) Joshua Myers &
MM2 (SW/AW/IW) Eleanor Lopez

By Gonzalo Rivera, Regional NAMTS Coordinator

Machinist Mate 2nd Class (Surface Warfare) Joshua Myers is a native of Iowa, who enlisted in the U.S. Navy in June 2012. He served aboard USS Peleliu (LHA 5) and USS Ross (DDG 71) before reporting to Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF) Detachment Everett in October 2017. Upon reporting to PSNS & IMF Detachment Everett, MM2 (SW) Myers hit the ground running and led the Valve Shop (31D) in the completion of more than 170 repairs.

In October 2018, he completed his first Navy Afloat Maintenance Training Strategy (NAMTS) certification at PSNS & IMF in Valve Repair and earned the Navy Enlisted Classification (NEC) Code 834A, NAMTS Valve Repair Technician. Continually looking to better himself, he completed his second NAMTS JQR and received NEC code U34A, NAMTS Outside Machinist in December 2018; and without hesitation, he immediately began training towards his third NAMTS NEC qualification to increase his own level of knowledge and shop capabilities. In February 2019, he earned the NEC 736B, NAMTS Pump Repair Technician. He is currently enrolled in his 4th NAMTS JQR course.

Regarding his progress, MM2(SW) Myers said, “NAMTS is a good opportunity to better understand the equipment that we work on and the hands-on training that is accomplished is the only way to truly become proficient in your rating.” Prior to transferring to PSNS & IMF Detachment Everett, he attended a Cargo Weapons Elevator Technician course at the Surface Warfare Officer School in San Diego, CA, graduating top of his class with a 99.4 percent academic average and earning NEC 743B. MM2(SW) Myers’ dedication to success with the NAMTS program is leading the charge at the command, and is setting an example for his peers to emulate.

By Scott Curtis, SERMC Public Affairs

Southeast Regional Maintenance Center’s (SERMC) MM2 Eleanor Lopez was selected for the Enlisted Women in Submarines (EWIS) program and has orders to USS GEORGIA (SSGN 729) (Blue), homeported in Kings Bay, GA.

The traditionally all-male submarine force was first opened to female officers in 2011; these individuals spearheaded a deliberate integration process that continues today. In 2015, the Navy selected its first female enlisted Sailors for submarine duty, marking a key milestone in the continued assimilation of women in the Silent Service. Since then, women have competed annually for the opportunity to serve aboard submarines.

Lopez was selected in the fourth “cadre” of applications for non-nuclear ratings. While onboard SERMC less than two years, she earned the Navy Afloat Maintenance Training Strategy (NAMTS) Outside Machinist and NAMTS Pump Repair Navy Enlisted Classification (NEC) certificates. She simultaneously served as the Workcenter Supervisor of the Outside Machine Shop.

As Workcenter Supervisor, Lopez led 13 Sailors in repairs to 48 Teleflex Cables, 138 Ready Service Lockers and 36 Resilient Mounts aboard 18 Mayport-based ships, resulting in a cost avoidance of $1.3 Million in contractor costs. Additionally, as assistant Command Fitness Leader, she led 456 Sailors in physical training, resulting in the reduction of fitness enhancement program enrollments by 50%.

Lopez applied for the EWIS program because she loves a challenge. She also thought the submarine community might be a chance to broaden her career opportunities. “I was looking for something different. Serving in the Navy is challenging, exciting and rewarding – and for women, it’s incredibly empowering. This is another chance to push myself personally and professionally.”

Before reporting aboard USS Georgia (SSGN 729) Petty Officer Lopez will attend Basic Enlisted Submarine School (BESS) in Groton, CT. The BESS course provides screening of future submariners in adaptability and reliability and prepares Sailors to pursue submarine qualifications aboard an operational submarine.
Mid-Atlantic Regional Maintenance Center (MARMC) has some of the finest Navy maintenance personnel in the fleet, but one Sailor in particular stands out among them for her commitment to Navy Afloat Maintenance Training Strategy (NAMTS) training and dedication to the professional development of the Sailors in her shop. She exemplifies the meaning of leadership and strives every day to focus on not only her career but on those around her as well. Her “can do” attitude is truly infectious.

MM1 Faenza took over as a NAMTS Skill Area Coordinator (SAC) for the Outside Machinist Job Qualification Requirements (JQR) in late December 2018. Since assuming those responsibilities, her leadership has reflected positively for the NAMTS program and its effectiveness in the shop. This is best demonstrated by the number of Sailors who have completed their Outside Machinist JQR since she’s been the SAC. Through her guidance and initiative, seven (7) Sailors have finished the requirements necessary to be awarded the NAMTS Outside Machinist Navy Enlisted Classification (NEC) so far in 2019. To put that into perspective, only two Sailors graduated from that shop in all of 2018!

NAMTS provides Sailors with the skills they need to be effective maintenance professionals whether it’s on a ship at sea or in a regional support facility. “NAMTS to me is about stripping a ship’s survivability and reparable down to its base-boards,” stated MM1 Faenza when asked what makes her efforts worthwhile. “By focusing on the critical areas, we can ensure that we train competent Sailors who can perform maintenance that will have a massive impact on the fleet as a whole.”

Petty Officer Faenza is continuously mentoring her junior Sailors, and she doesn’t just “talk the talk”; she “walks the walk”. In addition to working with the Sailors in her division and assisting other MARMC Sailors in her role as a NAMTS SAC, Petty Officer Faenza continues to pursue additional training opportunities. She completed her first NAMTS JQR (Valve Repair Technician – NEC 834A) when she was assigned to Trident Refit Facility, Bangor, WA, in 2016. Since her assignment to MARMC, Petty Officer Faenza has continued to work on her NAMTS qualifications; she has completed both the NAMTS Pump Repair Technician (NEC 7367B) training program and the NAMTS Outside Machinist JQR (NEC U34A). Not one to sit around and wait for additional challenges, Petty Officer Faenza continually seeks additional training opportunities and she elected to enroll in the NAMTS Heat Exchanger Repair JQR (NEC U18A); she has finished all of the hands-on training accomplishments, passed the NAMTS post exam, and will be scheduling her NAMTS Heat Exchanger Repair oral board in the very near future. With four (4) NAMTS NECs, Petty Officer Faenza will be an extremely valuable asset to whatever afloat command to which she is assigned.

Petty Officer Faenza is constantly trying to expand her horizons and level of knowledge. While assigned to MARMC working in the shops and completing three (3) NAMTS NEC training programs, she has also been attending college courses in the evening and during her off time. She earned an Associate’s Degree from Vincennes University in December 2018, and is continuing her off-duty studies with the immediate goal of obtaining her Bachelor’s Degree.

Her continued belief in the NAMTS program as well as her personal dedication and drive will not only benefit her career, but will help develop future Sailors who will provide quality service and sustainability to the Navy.
Getting the Word Out

By Jerry Schrage, Sailor Professional Development Program Manager

Commander, Navy Regional Maintenance Center’s (CNRMC) I-Level Maintenance Director, Mr. Dan Spagone, continues to strive to “Get the Word Out” as much and as often as possible on the benefits of the Navy Afloat Maintenance Training Strategy (NAMTS) and Ship Organic Repair Capability Assessment Team (SORCAT) programs. To accomplish this, the NAMTS and SORCAT members have provided their presence at numerous events in the first six months of 2019.

NAMTS and SORCAT participated in the Surface Navy Association (SNA) 31st Annual National Symposium, Crystal City, VA, in January 2019.

At SNA the first keynote address of the three-day symposium was then Vice Chief of Naval Operations, Adm. Bill Moran, who discussed leadership and the uniqueness of the U.S. Navy and how it remains the world’s most powerful naval force. “America’s sea power is unique, and as we all know it has a substantial influence in times of war,” said Moran. “Our Navy is bigger and more capable than ever, and we need to be focused on innovating and developing new platforms.”

Adm. Moran went on to talk to the future officers in attendance and give them an insight into the future expectations of the surface warfare fleet and how to cultivate a more lethal and effective Navy.

“They deserve a Navy that moves faster, buys and delivers faster and ultimately puts a weapon on target faster,” said Moran. “They deserve a Navy that places an aggressive, determined and unrelenting focus on war-fighting in the here and now.”

Also speaking at SNA was Commander, Naval Surface Forces, Vice Adm. Richard A. Brown who highlighted the need for a Navy that is focused on excellence, which he describes as a mindset that is necessary to become winners and establish an elite naval force. Vice Adm. Brown provided a “State of the Surface Force” address where one of the key notes was: “In the first message I released titled ‘Command,’ I wrote that I implicitly trust each of our Commanding Officers. But with that trust comes incredible and unyielding responsibility and accountability. We must continue the hard work of relearning how to train, operate, and fight in a Mission Command environment. We need squadron commodores and warship CO’s focused on building winning teams. We need CO’s to constantly challenge their watch teams to improve their warfighting disciplines, and to talk about warfighting at every opportunity. We need CO’s to boldly embrace and manage risk, not avoid it. I am your biggest advocate with your operational chain of command for giving time back to you and the ship. We’ve set the conditions for our CO’s to be more confident in taking risks by restoring firebreaks between maintenance, training, and operations and we improved training and assessments. Seize the initiative.”

The NAMTS and SORCAT booths were manned by team members providing invaluable information to the numerous guests that stopped by the booths to inquire about their programs. The primary message the NAMTS and SORCAT members provided to visitors is that both NAMTS and SORCAT support the messages delivered by both Adm. Moran and Vice Adm. Brown. The goal of NAMTS is to improve shipboard self-sufficiency by developing journeyman level skilled Sailors who are competent and confident in their maintenance and damage control capabilities. NAMTS Sailors get the job done, all they ask is the opportunity to prove their abilities to their chain of command.

In April 2019, Mid-Atlantic Regional Maintenance Center (MARMC) hosted the U.S. Fleet Forces Command (USFFC) annual Maintenance and Material Management (3M) Summit. With its highest attendance to date, the event was a success. See the article on page 4 for more details.
May 2019 was a busy time for the NAMTS and SORCAT teams as they exhibited at the American Society of Naval Engineers’ (ASNE) MegaRust naval corrosion conference in Portsmouth, VA. Also, the NAMTS and SORCAT leaders were in attendance and briefed the attendees at the 2019 Program Executive Officer (PEO) Carriers (CVN) Manning, Personnel and Training (MP&T) Summit, and the Tenth Annual Aircraft Carrier Naval Aviation Requirements Group (CVN NARG) in Newport News, VA.

MegaRust is an annual conference that provides a consolidated focus on Navy corrosion issues. Corrosion is a major factor in the readiness and total ownership cost of naval systems and this conference is intended to provide updated information on programs, policies, standards and Fleet experience related to corrosion and to promote discussion and sharing of information on technologies and strategies for controlling corrosion.

The conference provides an impartial forum for dialogue between government and commercial organizations, and providers of coatings and corrosion control products, processes, technologies and solutions. Participants include representatives from military, industry, and government organizations involved with research and development, design, engineering, construction, maintenance, modernization and operation of naval systems that are potentially affected by corrosion. MegaRust covers all segments of the naval services including sea, air, Marine Corps, vehicles, and facilities.

Both the 2019 PEO CVN MPT Summit and the 2019 CVN NARG endeavor to create an environment of teamwork and a network of partnerships across the Manpower, Training, and Repair / Maintenance communities combining this diverse group with the ultimate goal of improving Carrier Strike Group (CSG) capabilities, including Strike Force Intermediate Maintenance Activity (SFIMA) self-sufficiency improvements within a deployed battlegroup. Mr. Dan Spagone, CNRMC I-Level Maintenance Director, and Mr. Jerry Schrage, CNRMC Sailor Professional Development Program Manager briefed MegaRust, PEO CVN MPT, and CVN NARG attendees on NAMTS and SORCAT specifically addressing the benefits the programs and what the programs can provide to the United States Navy and especially to the afloat commands.

The first half of 2019 has been eventful and the latter half of the year should be as well; CNRMC will continue to spread word of the NAMTS and SORCAT programs in an effort to improve our fleet’s readiness and we invite you to do the same!
“The CNRMC I-Level team is passionate about the strategic benefits of Sailors executing I-Level production to develop maintenance and troubleshooting skills. Maintenance Assist Teams (MAT) show shipboard Sailors what proper PMS accomplish should look like; the Navy Afloat Maintenance Training Strategy (NAMTS) program develops the in-rate Journeyman skills necessary to conduct routine maintenance and battle damage repairs; and the capstone, the Ship Organic Repair Capability Assessment Team (SORCAT), ensures these self-sufficient Sailors have the equipment, tools, parts, materials, technical documents and confidence to provide Strike Force Intermediate Maintenance Activity (SFIMA) capability when called upon. We are pouring our hearts and souls into the endeavor of forging Maintenance Warriors.”

~ Dan Spagone, CNRMC I-level Maintenance Director
Self-Sufficient Sailor Maintenance

**Problem Statement:** Great Power Competition requires the capability to fight and survive in contested environments. We have grown over-reliant on shipboard tech assists and distance support in order to keep warfighting systems operational, particularly with our deployed forces. Over several decades of well meaning decisions, we have inhibited effective training of our Sailors, diminished our capability to self-assess the material condition of our ships and acquired systems that require reach back capability to trouble shoot and repair. All of which have allowed our Sailor’s maintenance skills and experience to decline such that our ability to fight in contested environments is at increased risk.

**LOE 1 Afloat Maintenance Training:** NAMTS remains our primary process for improving strike group organic maintenance capability and material self-sufficiency through Sailor knowledge and proficiency in performing shipboard routine and emergent maintenance. Material Assist Teams focus on troubled/high failure rate systems. Ship Organic Repair Capability Assessment Team (SORCAT) ensures designed maintenance and repair capabilities across all CRU/DES, AMPHIB and CVN

**LOE 2 Ship Material Condition Assessment:** Engagement from the deckplates to the CO on knowing/documenting ship material condition and when/how to engage our maintenance teams to build complete depot and CMAV work packages that provide both current and long-term readiness.

**LOE 3 Strike Force IMA:** Building the culture and processes of self-sufficiency that shared maintenance/repair capability and capacity bring across all ships in a strike/expeditionary group.

**LOE 4 Maintenance and Material Management:** Modernizing policy and simplifying maintenance procedures by tying PMS to specific configuration records, which reduces current administrative burdens IOT remove barriers to our Sailors’ work day. Develop leadership dashboards, establish continuous distribution of maintenance, and include job performance aids (line art, photos, and videos) on mobile and multimedia devices, and leverage Condition Based Maintenance Plus (CBM+) technology.

**Desired Conditions:** USFC and CPF fully aligned in processes that ensure ships are manned, equipped, and capable of sustaining readiness in contested environments.

1. A integrated matrix of maintenance and repair capabilities and capacity that ensure ship material condition fully supports all phases of the OFRP.
2. Effective organizational structures and process (SFIMA) that enable CSG/ESGs to conduct self-contained repairs across the spectrum of conflict with minimal or non-existent reach-back to shore support organizations.
3. Align to Ready Relevant Learning delivery tailored to support maintenance/repair requirements in concert with NAMTS, SORCAT, MAT and I-level OJT.
4. Consistent programming and budget support for maintenance training and shipboard repair capabilities on all afloat units.
5. Improve Sailor self-sufficiency through improved 3-M processes.
Members with Mid-Atlantic Regional Maintenance Center (MARMC) embarked aboard the Arleigh Burke-class guided-missile destroyers USS Carney (DDG 64) and USS Ross (DDG 71) to provide training to the crewmembers at Naval Station Rota, Spain, January 4 – February 8.

MARMC Maintenance Assist Team (MAT) training is provided to strengthen the crews’ ability to maintain the ships’ mission readiness.

“It has a very positive impact on our Sailors when they get to interact with people who are very knowledgeable, and everyone gets to learn from each other,” said Cmdr. Luis Socias, officer in charge of Forward Deployed Regional Maintenance Center, Rota.

MARMC’s Water Tight Door MAT efforts are focused on the water tight doors and hatches throughout the ships.

“We assist in the maintenance of basic components like bushings, hinges, and all the fundamentals for maintaining the water and air-tight integrity of the ship,” said Damage Controlman 2nd Class Jesus Figueroa.

Ensuring there’s proper air and water tight integrity throughout the Carney and Ross ensures the safety of the ships’ crew members and equipment during war-fighting efforts.

“Some of the worst case scenarios at sea include fires, flooding, and chemical, biological, and radiological attacks,” said Figueroa. “If the doors and hatches are properly maintained, they can seal tightly and prevent these threats from spreading throughout the ship.”

Attention to detail is paramount to MARMCs success.

“The biggest challenge we face is ensuring that nothing gets overlooked,” said Figueroa. “We want to be certain every crew member receives proper training and every detail is accounted for.”

As a result, Carney and Ross Sailors are better equipped to tackle potential challenges ahead.

“It’s a win-win for all. The MAT gets to share their knowledge, and the Sailors get to learn and gain the ability to take care of the equipment on their own,” said Socias.

Figueroa, along with Damage Controlman 1st Class Sarah Aumiller, photographed below, are not only members of MARMC’s Watertight Door MAT, but they are also enrolled in the NAMTS Watertight Closure Maintenance Technician Navy Enlisted Classification course (NEC). As MAT members, they assist in training afloat Sailors in the accomplishment of preventive maintenance; by pursuing a NAMTS NEC, they are also increasing their personal and professional knowledge.

NAMTS by the Numbers:
2019 Statistics

NECs Available: 19
Training Sites: 30
Current Enrollees: 1,448
Sailors Holding NECs: 3,761
Transfers to sea: 325
Graduates: 306 Sailors earned 412 NECs

www.facebook.com/groups/SORCAT
www.facebook.com/groups/NAMTS
Commander, Navy Regional Maintenance Center (CNRMC) hosted the 2019 Navy Afloat Maintenance Training Strategy (NAMTS) and Ship Organic Repair Capability Assessment Team (SORCAT) Standardization Conference (STANCO), 12-14 March at the Delta Hotel in Chesapeake, VA. The purpose of the STANCO was to bring all NAMTS and SORCAT personnel together in one location for face-to-face discussions, including vision and guidance for the future and to obtain status updates from team leaders, to facilitate informed team discussions and to generate actionable initiatives for improvement and growth of the program.

The STANCO presented an excellent opportunity for the NAMTS and SORCAT teams to meet and collaboratively discuss how best to support Navy Training through Production to Build Self-Sufficient Sailors at Sea in a Contested Environment. Those themes were repeated consistently throughout the conference from the opening remarks by Mr. Lloyd Jones, CNRMC Deputy Director, to the closing comments by Dan Spagone, I-Level Director (Code 900), and served to set the tone for the three days. The Delta Hotel venue was excellent and in keeping with Dan Spagone’s vision that everything the organization does would only be of the highest quality, indicative of the training the program provides to Navy Sailors.

Jones kicked off the day one plenary session discussing the criticality of I-Level Maintenance to Navy warfighting readiness, pointing out, “The Navy needs to get robust I-Level maintenance back in the hands of the Sailors. There are far too many I-Level jobs going to the Depot-level due to lack of training or equipment on the ships. Ship’s Force needs to be more capable. Part of the SORCAT mission is to help identify equipment shortfalls and help get the ships healthy to support the NAMTS-trained Sailors when they arrive so their newly attained skills are not wasted. Self-sufficient Sailors at sea in a contested environment is the goal!”

Spagone added that the NAMTS / SORCAT mission is three pronged: Building Self-sufficient Sailors at Sea in a Contested Environment, Return the Ship to the Fight and increasing Sailor Toughness (resiliency). He emphasized to the team that in order to achieve those objectives, everyone involved must be committed to “Protecting the NAMTS/ SORCAT Shield,” by ensuring the integrity of the program. Specifically:

- If we find flaws, we address them and correct them immediately (High-Velocity Learning).
- We do not cut corners, whether individually or as a program. The quality of the end product is the primary concern; not numbers.
- What is SORCAT finding versus what is supposed to be there?
- Teamwork: Talk! Communication is key. Listen to understand. Inquire, investigate and share your findings — Again: High Velocity Learning.

He also challenged those in attendance to be champions of the program, stating, “Program awareness is key to ensuring the promulgation of the program across the fleet. NAMTS is the Strategy for the U.S. Navy and it is our job to ensure that it is as prevalent as possible across the Navy. Ensure your personal mission includes your position in the greater NAMTS / SORCAT structure and that your efforts contribute to that desired end state.”

The break-out sessions on days two and three allowed the NAMTS and SORCAT teams to discuss program status, best practices, and future initiatives. The teams also identified action items for better supporting the program and each other in achieving the goal of “Building Self-Sufficiency Sailors at Sea in a Contested Environment.”

The STANCO was highly productive. As Felicia Reid, NNSY Regional NAMTS Coordinator, noted, “Bringing all the players in the NAMTS/SORCAT team together was great. It gave us the opportunity to learn how other regions are accomplishing the mission and how what we do on an individual basis adds to the big picture of NAMTS/SORCAT. Also, being able to associate faces with the names of your colleagues from across the globe was good.”
Sailors assigned to Hawaii Regional Maintenance Center (HRMC) are being provided with new and more efficient tools / equipment in the accomplishment of their Navy Afloat Maintenance Training Strategy (NAMTS) Heat Exchanger Job Qualification Requirements (JQR) training processes and other JQRs. For instance, HRMC now is capable of more efficiently completing a single condenser-cleaning job in a day (rather than the five days it used to take) by using a large, pierside Hydro-lance (Jet Lance), manufactured by Aqua-Dyne. The advantages of the new tool are ease of use, speed and uninterrupted operation as previously experienced with the standard portable Rotating Brush Machine.

Cleaning 300 hundred tubes is a surprisingly quick job. Clogged or even crust-hardened tubes are a breeze with the Jet Lance’s high-pressure, sourced by pierside potable water and 440 VAC power. Shop 06 (Tool Issue) trained HRMC’s Maintenance Assist Team (MAT) in its optimum use and the MAT, in turn, trained ships’ force Sailors on the proper use of the equipment.

In addition to cleaning condensers, NAMTS and MATs is expanding this service to include Main Reduction Gear Lube Oil Cooler, Masker and Prairie Air Coolers, saving ships in Pearl Harbor significant contractor costs.

Whether using a Jet Lance or Rotating Brush Machines, HRMC is now able to qualify NAMTS enrollees with hands-on performance of the tasks as opposed to having to utilize simulation scenarios.

The Diesel Shop at Pearl Harbor Naval Shipyard and IMF (PHNSY & IMF) was tasked with the troubleshooting and repair of USS William P. Lawrence’s (DDG 110) 7-Meter Rigid-Hull Inflatable Boat (RIB). Upon inspection and extensive troubleshooting of the fuel system and electrical system, it was determined that the engine needed to be replaced, a job that had historically been reserved for outside contractors.

NAMTS enrolled Sailors diligently, working under the direct supervision of training qualifiers, quickly disconnected and removed the engine from the boat. Once the engine was out, the Sailors were able to begin converting the new Cummins 5.9 Quantum System Bravo engine built for truck/automotive operation to a fully capable marine application. Changing design application required removal and replacement of the cooling system, fuel system, resilient engine mounts, re-calibration of the Engine Control Module and down to the oil level dipstick. Once the components were in place, the new engine could then be installed.

Once the new engine was operating, the RIB needed to complete rigorous operational tests to “shake down” and break in all the new components. After a week of conversion, fine-tuning, check ride with ship’s force, the RIB was deemed fully mission-capable and was returned to ship’s force. The efforts of the team at Diesel Shop saved the Navy more than $5,000 in outside labor costs.
NAMTS was established to improve strike force organic maintenance capability, material self-sufficiency and enhance operational readiness. Five years ago, when NAMTS Afloat Training Activities (NATA) were piloted, fourteen Sailors were enrolled in the program. Currently, 22 ships in the fleet have been stood up as NAMTS NATAs and are able to award any one of 19 select NAMTS NECs to qualifying Sailors. Utilizing an Afloat NAMTS Coordinator to assist in program management, the ships have become a true “SEA” School. In addition, the commands that have become a NATA are able to partner with Regional Maintenance Centers and Naval Ship Yards to accomplish competency training that may not be available aboard. NATA commands also participate in JQR reviews and new JQR/NEC development. Each afloat unit has unique challenges in flexible ship scheduling, emergent work, manning shortfalls and the ever-changing geopolitical threats facing a crew when getting underway. Overcoming those challenges takes the commitment of a dedicated team of Sailors who strive to improve themselves at every opportunity. With the ability to receive on-the-job, rating-specific training, NATA ships are developing a better-rounded Sailor and improving fleet organic maintenance capabilities.

USS George Washington (CVN 73) is currently in an extended overhaul, but is still assisting Sailors in their pursuit of the NAMTS JQR qualification. Washing currently has Sailors enrolled in three NAMTS JQR programs (AC&R Repair Technician, Valve Repair Technician, and Watertight Closure Maintenance Technician) with intentions of expanding training opportunities with more NAMTS JQRs (i.e. Heat Exchanger Repair Technician, Inside Machinist, Outside Machine, Outside Electrical Repair Technician, Pipefitter, Shipfitter, and Rigger/Weight Tester).

USS Harry S. Truman (CVN 75) recently returned from deployment and had the benefit of a visit from our new Master Chief Petty Officer of the Navy (MCPON) Russell Smith. During the MCPON’s visit, he told the crew that he wants to remove the distractions that block Sailors from learning their trades and getting ahead. Truman is looking to expand on their NAMTS training program by implementing more NAMTS JQR training, currently CDR Michael Thompson (Chief Engineer) and EMC Jeremy Minnifield (Command NAMTS JQR Coordinator) are reviewing the NAMTS JQRs and plan to increase the number of JQR available for Truman Sailors to participate in. Currently Truman has fifteen Sailors enrolled in three NAMTS JQR skill areas (Valve Repair Technician, Shipfitter and Inside Machine). Implementation of new NAMTS JQR training is anticipated in the near future.

USS Carter Hall (LSD 50) is the first LSD platform to be designated as a NATA, and the commands NAMTS program is led by the outstanding efforts of EMC David Weber (Command NAMTS JQR Coordinator) and HTC Brandon Majors (Assistant Command NAMTS JQR Coordinator). These two Chiefs have assembled a superb team of NAMTS Trainers/qualifiers that will lead training in the following NAMTS JQR Skill areas: General Shipboard Welder/Brazer (led by HT1 Harrington), Outside Electrical (led by MM2 Bartlett), Pipefitter (led by HT1 Harrington), Shipfitter (led by HT1 Majors), Valve Repair Technician (led by EM1 Haines) and Watertight Closure Maintenance Technician (also led by EM1 Haines).

(Continued on page 29)
USS Bataan (LHD 5) has a new Engineering Department Leading Chief Petty Officer, MMCS Amagoundo Minta, and a new Command NAMTS JQR Training Coordinator, EMC Samuel Thorne. They recognized NAMTS as the perfect tool for training maintenance technicians, capable of sustaining the ship in a challenging environment, and are the driving force behind the NAMTS program onboard. Senior Chief Minta and Chief Thorne used the recent Ship Organic Repair Capability Assessment Team (SORCAT) visit to maximize NAMTS training opportunities. SORCAT members worked with Chief Thorne train Bataan Sailors on numerous NAMTS JQR training processes. Specific training was conducted on NAMTS JQRs; AC&R, Valve Repair, Inside Machinist, Outside Machine, Inside Electrical, Outside Electrical, and Hydraulics Repair. Additionally, SORCAT members worked with ship’s force to repair numerous pieces of maintenance equipment that had been previously not been operational. Bataan provides NAMTS JQR training in seven (7) specific NAMTS JQR training tracks (Heat Exchanger Repair Technician, Inside Electrical Repair Technician, Interior Communications Repair Technician, Pipefitter, Pump Repair Technician, Valve Repair Technician and Watertight Closure Maintenance Technician).

After a successful tour as the Mid-Atlantic Regional Maintenance Center’s (MARMC) Command NAMTS Coordinator, HTC Gary Reed now serves as the Command NAMTS JQR Coordinator aboard Kearsarge (LHD 3). Chief Reed recognizes the unique skills set NAMTS training provides to his Sailors as he stated, “It is incredibly difficult to send our Sailors to Navy schools given our current manning limitations and most of the Navy school houses of yesteryear that once taught advance maintenance skills no longer exist. NAMTS not only allows us to capture the skills and experience the Sailors gain through doing their job every day, but it also allows us to recognize the Sailor for the great work they do after having earned an advance training C School level NEC.” Under Chief Reed’s tutelage and guidance, Kearsarge has increased enrollments and is now providing training to fourteen 14 Sailors in nine NAMTS JQR training programs (AC&R Technician, Heat Exchanger Repair Technician, Hydraulic Repair Technician, Inside Machinist, Pipefitter, Shipfitter, Valve Repair Technician, Watertight Door Maintenance Technician, and General Shipboard Welder/Brazer). The command had their first Sailor complete a NAMTS JQR (Shipfitter) and be award the NAMTS NEC U47A.

USS Abraham Lincoln (CVN 72), Recently established as a NATA, and led by MMC Marcus Campbell (Command NAMTS Coordinator) the ship’s off to a great start. The command has thirteen Sailors currently enrolled in six different NAMTS JQRs (Heat Exchanger Repair Technician, Inside Machinist, Pipefitter, Valve Repair Technician, AC&R Repair Technician and Watertight Closure Maintenance Technician), and has three Sailors who have completed 98% of the NAMTS training requirements and are preparing for their NAMTS Post Exam and Oral Boards.

USS Essex returned from deployment in March 2019, currently in a pierside availability, the ship is training personnel in the following areas: Heat Exchanger, Pipefitter, Rigger Weight Tester, Valve Repair Technician, Watertight Closure Maintenance Technician and Welder/Brazer with intentions of expanding training opportunities.
USS John C. Stennis (CVN 74) provides NAMTS training to 46 Sailors enrolled in 14 NAMTS NEC Skill areas including: Air Conditioning & Refrigeration, Diesel Engine Repair Governor & Injector Repair Technician, Heat Exchanger Repair Technician, Hydraulics Repair Technician, Inside Electrical Repair Technician, Inside Machinist, Interior Communications Repair Technician, Outside Electrical Repair Technician, Pipefitter, Pump Repair Technician, Shipfitter, Valve Repair Technician, Watertight Closure Maintenance and General Shipboard Welder/Brazer Technician. Several Stennis Sailors have completed 90% or more of the NAMTS JQR training and are in a race to see who will be the first Stennis Sailor to attain a NAMTS NEC aboard the command.

Lead by Chief Bo Miller (Command NAMTS JQR Coordinator) and Petty Officer Spalding (Assistant NAMTS JQR Training Coordinator), 40 Sailors are enrolled in the command’s NAMTS Program. Twelve (12) NAMTS JQRs are being taught onboard. They are Heat Exchanger Repair Technician, Hydraulics Repair Technician, Inside Electrical Repair Technician, inside Machinist, Outside Electrical Repair Technician, Pipefitter, Pump Repair Technician, Rigger Weight Tester, Shipfitter, Valve Repair Technician, Watertight Closure Maintenance Technician and General Shipboard Welder/Brazer. EM1 William Perry became Bush’s first Sailor to complete two NAMTS JQRs and has been awarded NAMTS NEC U39A (Inside Electrical Repair Technician) and NEC U40A (Outside Electrical Repair Technician).

Led by CWO2 Garrett Timmons, the ship is currently conducting operations making preparations to shift its homeport to Japan. Seven Sailors are currently enrolled in four different JQRs: Diesel Engine Repair Governor & Injector Repair Technician, Inside Machinist, Watertight Closure Maintenance Technician and Welder/Brazer. Interior Communications is currently under review. Current Command JQR Coordinator CWO2 Timmons is transferring in June 2019; CWO2 Ryan Harju has been named as his relief.

Chief Engineer, CDR Randy Reid, and Command JQR Coordinators MMC Christopher Willard and MM1 Rickie Carter, are working with TRAINO, LCDR Decrisha Nolan, to conduct NAMTS Inductions during the Command Induction Program. The ship now trains 18 personnel in seven different NAMTS skill areas, including including Air Conditioning & Refrigeration (AC&R) Repair Technician, Hydraulics Repair Technician, Interior Communications Repair Technician, Outside Electrical Repair Technician, Pump Repair Technician, Shipfitter and Valve Repair Technician. The command is contemplating adding the Welder/Brazer JQR as well.
MR3 Zachary performs pre-operational maintenance checks prior to the manufacturing of a pump shaft onboard the USS Theodore Roosevelt (CVN 71). (Photo by MMC Christopher Willard, Command NAMTS JQR Training Coordinator.)

USS Frank Cable (AS 40) had a good start with the NAMTS program producing a number of graduates in 2016, prior to the ship’s current availability. During the availability, over 200 Sailors aboard shifted to USS Emory S. Land (AS 39) in support of submarine repair as the Lead Maintenance Activity. Both tenders are currently utilizing the “Team Tender” concept for submarine mobile repair and support and they would like to apply the same concept to their NAMTS programs. Command NAMTS Program Coordinator, HTCS (SW) James Engling has revised the local instruction and lobbied for joint instruction with USS Emory S. Land, an idea that leadership from both ships fully supports. Sailors will be able to train in eight NAMTS NECs.

USS Emory S. Land (AS 39) is in the initial phases of re-establishing its NAMTS program. Command NAMTS Coordinator, ICC (SW) Reginald Morris, is working closely with his equivalent aboard USS Frank Cable (AS 40). The tenders will share resources and personnel to help train their Sailors to be self-sufficient in operating and maintaining equipment aboard while supporting submarine repairs. Eight of 19 possible NAMTS NECs will initially be offered.

USS Makin Island’s CHENG, LCDR Ervin Henley, and the Command JQR Coordinator, ENCS Emilio Varela, are dedicated to addressing some of their NEC shortfalls through the NAMTS Program. They currently have three Sailors enrolled in the Welder/Brazer JQR and are reviewing others for consideration.

Upcoming Events

Visit NAMTS & SORCAT at:

- Fleet Maintenance & Modernization Symposium (Booths 802 & 804)
  August 7-9, 2019
  San Diego Convention Center

- COMNAVSURFGRU MIDPAC Surface Ship Self-Sufficiency Symposium
  August 13, 2019
  Pearl Harbor

- Surface Navy Association West
  August 22, 2019
  Pierside, Naval Station San Diego
GRADUATES
January - June 2019

Mid-Atlantic Regional Maintenance Center

NEC - 736B Pump Repair Technician
DC1 (SW) Jaime Paredesaguilera
EM1 (SW/AW) Kendal Gaillard
MM1 (SW) Zachary Ruple
MM2 (SW/AW) Bianca Lano
MMNC (SW/AW) Robert Hughes
MMN2 (SW) Barry Powers
GSM2 (SW) Michelle Ruple

NEC - 797A Rigger / Weight Tester
BM1 (SW) Jordan King
BM1 (SW) Talia Acre
BM2 (SCW) Matthew Long
BM2 (SW) Brandt Latney
BM2 (SW) Desmond Belfield
BM2 (SW) Devonte Moore
BM2 (SW) Heidy Tillman
BM2 (SW) Michael Reiff
BM2 (SW) Reggie Smith
BM2 (SW) Stephen Sharp
BM2 (SW) Terry Stuckey Jr.
BM2 (SW) Timothy Camp
BM2 (SW) Tyler Heffley
BM2 (SW) Tyler Pariseau
BM2 (SW/AW) Marquitta Colley
BM2 (SW/AW) Remon Truell
BM3 (SW) Angel DeJesus
BM3 (SW) Anthony Scott
BM3 (SW) Brittany Hopkinson
BM3 (SW) Kervin Robertsonthomas
BM3 (SW) Shawnah Langley
BMC (SW) Lois Schenk
BMC (SW) Melvin Jackson
EM1 (SW/AW) Kendal Gaillard
MM1 (SW/AW) Diane Saidat
MM2 (SW) Chanel Walker
BM2 (SW) Jason Arroyo
BM3 (SW) Abigail Asare
BM2 (SW) Joshua Hart
BM2 (SW) Abacu Perez Jr.
BM2 (SW) Jeffrey Pitney
BM3 (SW/AW) Raven Pritchett
BM2 Aleasha Bryant
BM2 Cody Chapman
BM2 Francisco Jimenezgonzalez
BM3 Shanna Pollard

NEC - 834A Valve Repair Technician
BM2 (SW) Tanisha Williams
EM1 (SW) James Lafrance
EM1 (SW/AW) Errol McGuire
EM1 (SW/AW) Mark Ward
EM2 (SW) Andrew McDonald
EM2 (SW) Aubrey Anderson
EM2 (SW) Keithroy Lewis
EM2 (SW) Mahamadi Ouedraogo
EM2 (SW/AW/IW) Nicholas Larson
EN1 (SW) Antonio Morgan
EN1 (SW) Matthew Terrell
EN1 (SW/EXW) Dereck Baker
EN2 (SW) Giovanni Reyeshernandez
EN2 (SW) Nicholas Okeli
EN2 (SW) Quinn Askew
EN2 (SW) Trevone Dean
EN2 (SW/AW) Brock Spottek
ENC (SW/EXW) Jeremy Blake
ET1 (SW) Michael Fischer
ET2 (EXW/SCW) Brandon Hanna
GSE1 (SW) Austin Caldwell
GSM1 (SW) Avelino Lopez
GSMC (SW) Abulkabir Aldeen
IC1 (SW) Nicholas Mercer
MM1 (SW) Charles Berend Jr.
MM1 (SW/AW) Stephanie Faenza
MM1 (SW/EXW) Carlos Murillo
MM1 (SW/EXW) Garfield Harte Jr.
MM1 (SW/IW) Sharak Chisholm
MM2 (SW) Alicia Federico
MM2 (SW) Anique Ndayishimiye
MM2 (SW) Josue Cardona
MM2 (SW) Kristen Meyer
MM2 (SW) Luke Adams
MM2 (SW) Seanalison Sandoval
MM2 (SW/AW) Ashikul Khan
MM2 (SW/AW) Bianca Lano
MM2 (SW/AW) Phillip Byrd II
MM2 (SW/AW/IDW) Paul Ouma
MM2 (SW/IW) Nicholas Kingston
MM3 (SW) Katherine Patterson
MM3 (SW) Khadijah Greenidge
MM3 (SW) Stephanie Engstrom
MM3 (SW/AW) Sade Bogan
MMC (SW) Shawn Moore
MMN1 (SW) Barry Singleton Jr.
NC1 (AW) Daniel Stuart
ABE3 Wendy Hawkins
EN3 Jacquelyn Escobar
ET3 Morgan Mixon

(Continued on page 36)
(Continued from page 35)

ET3 Shaina Davidson
GM1 Gareth Kite
GSM2 Darnisha Hillery
GSM2 Dionte Blackmon
MM2 Arnelle Wardnurse
MM3 Christina Pagan
MMFN Destiny Kelleyharrison
MMFN Michico Thomas

NEC - 835A Watertight Closure Maintenance Technician
BM1 (SW) Marian Hardwick
DC1 (SW) Calum Jacobs
DC1 (SW) Miguel Martinez
DC1 (SW) Rachel Jeffries
DC1 (SW) Sarah Aumiller
DC1 (SW) Timmie Lettle
DC1 (SW/AD/WD) Shannon Clayton
DC2 (SW) Andrea Ponce
DC2 (SW) Cherise Dotson
DC2 (SW) Felicia Denny
DC2 (SW) Jesus Figueroa
DC2 (SW) Robert Bachardy
DC3 (SW) Brianna Lamb
DCC (SW) Jamie Klettke
EM2 (SW) Alyssa Puryear
MM1 (SW/AW) Matthew Hoskins
DC2 Morgan Flynn
FC3 Matthew Lee

NEC - U08A Gas Turbine Repair Technician
GSM1 (SW) Jordan Schmukal
GSM1 (SW) Keith Karlstromer
GSM1 (SW) Liam McCormick
GSM1 (SW) Malique Brobbey
GSM1 (SW) Quazavier Henderson
GSM1 (SW/AW) Jantoria Pinkney
GSM2 (SW) Courtney Jacobsen
GSM2 (SW) Marty Little
GSM2 (SW) Ramseygabriel Innabtriesh
GSM2 Darnisha Hillery

NEC - U11A Gas Turbine Electrical Repair Technician
GSE1 (SW) Daniel Cunningham
GSE1 (SW) Shaquana Charleshogg
GSE1 (SW) Tiffany Hill
GSE2 (SW) Derval Philip
GSE2 (SW/AW) Shamekia Dorsey
GSE3 (SW) Varnard Normil
GSE2 (SW) Justen Anderson
GSE1 (SW) Anna Sereno
GSE1 (SW) James Vining
GSE3 Brandi Pike

NEC - U17A Air Conditioning and Refrigeration
MM2 (SW) Desmond Wilkins II
MMC (SW/AW) Geoffrey Wellons

NEC - U18A Heat Exchanger Repair Technician
MM1 (SW) Mark Mendoza
MM1 (SW/AW) Matthew Richards
MM1 (SW/IW) Kimanie Harriott
MM1 (SW/IW) Sharak Chisholm
MM2 (SW) Curtis Rosenbaum
MM2 (SW) Nicole Livingston
MMC (SW/AW) Wesley Sampson Jr.
MMN2 (SW) Ian Morse
MM2 (SW) Amber Swartz
MM2 (SW/AW) Crystal Brockington
EM2 Molly Bueide
MMN2 Casey Thompson

NEC - U33A Inside Machinist
CWO2 (SW) Jamie Keith

NEC - U34A Outside Machinist
EN2 (SW/IW) Vincent Flores
MM1 (SW) Ryan Comstock
MM1 (SW/AW) Clinton Calhoun III
MM2 (SW) Kevin Duvall
MM2 (SW/AW) Vincent Elia Jr.
MM2 (SW/AW/IW) Kayla Burns
MM3 (SW) Nicholas Waddey
MMN1 (SW) David Dean
MM1 (SW/AW) Jessica Lightcap
MM2 (SW/AW) Katherine Tabas
MM2 Dillon Tyler

NEC - U39A Outside Electrical Repair Technician
EM1 (SW) Mackenzie Besso
EM1 (SW) Michael Herz
EM1 (SW/AW) Skylar Dailey
EM2 (SW) Antoine Hill
EM2 (SW) Carmen Osborne
EM2 (SW) Gregory Preston
EM2 (SW) James Fraley
EM2 (SW) Joseph Wyer
EM3 (SW/AW) Breana Gulley
EM1 (SW) Emily Bell
EM3 (SW) Dexter Bowie
EM2 (SW) John Davidson II
EM1 (SW) Erica Hayes
EM2 Jordan Fortner
EM2 Justin Smith
EM2 Mary Otieno
EM2 Shandguida Heath
EM3 Sterling Bryant

(Continued on page 37)
GRADUATES
January - June 2019

(Continued from page 36)

Mid-Atlantic Regional Maintenance Center

NEC - U39A Outside Electrical Repair Technician
EM1 (SW) Mackenzie Besso
EM1 (SW) Michael Herz
EM1 (SW/AW) Skylar Dailey
EM2 (SW) Antoine Hill
EM2 (SW) Carmen Osborne
EM2 (SW) Gregory Preston
EM2 (SW) James Fraley
EM2 (SW) Joseph Wyer
EM3 (SW/AW) Breana Gulley
EM1 (SW) Emily Bell
EM3 (SW) Dexter Bowie
EM2 (SW) John Davidson II
EM1 (SW) Erica Hayes
EM2 Jordan Fortner
EM2 Justin Smith
EM2 Mary Otieno
EM2 Shandguida Heath
EM3 Sterling Bryant

NEC - U47A Shipfitter
HT1 (SW) Andrew Waizenegger
HT1 (SW/AW) Craig Baker
HT2 (SW) Christopher Johnson
HT1 Christen Jenkins
HTFN David Navarrooliva

NEC - U52A PIPefitter
HT1 (SW) Jaycob Sealock
HT2 (SW) Kendrall Mays
HT2 (SW/AW) Chyna Sheared
HT2 Barrett Appel
HT2 Nicolas Schacht
HT3 Christopher Rogers
HT3 Miguel Martinezoyola
HTFN Merin Oakley III
HTFN Nahum Unzueta

Norfolk Naval Shipyard

NEC - 736B Pump Repair Technician
MM1 (SW) Jacob Bushnell

NEC - 834A Valve Repair Technician
ETV1 (SS) Erwin Malicsi
ETV1 (SS) Theo Thomas III
GSM3 (SW) Moses Ofori
MMA2 (SS) Wesley Busch

NEC - U17A Air Conditioning and Refrigeration
MM1 (SW/AW) Adam Robinson

NEC - U26A Diesel Engine-Governor & Injector Repair Technician
MM3 (SS) Michael Crane
MMA2 (SS) Justin Garside
MMN1 (SS) Kyle Ferguson

NEC - U40A Inside Electrical Repair Technician
EM1 (SW) Shaun Douglas
EM1 (SW/AW) Jason Polson
EM2 (SW) Collin Hotz
EM2 (SW) Corey Bobbitt
EM2 (SW) Jason Spaulding
EM2 (SW) Joshua Wampler
EM2 (SW) Tyler Salas

NEC - U54A General Shipboard Welder/Brazer
HT2 (SW) Andre Davis
HT2 (SW/AW/IW) Benjamin Crafton

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (IMF)

NEC - 834A Valve Repair Technician
MM2 (SW) Alyssa Dorn
MM2 (SW) Daniel Roberts
MM2 (SW) Jaden Orlino
MM2 (SW) Ryan Weber
MM2 (SW) Travis Hayes

(Continued on page 38)
Puget Sound Naval Shipyard & IMF

NEC - 736B Pump Repair Technician
MM1 (SW) Joshua Myers
MM1 (SW/AW/EXW) Adam Bryan
MM2 (SW) Michael Coler
MMC (SW) Johnnathan Archbold
MMC (SW/AW) Fong Lee

NEC - 797A Rigger / Weight Tester
BM2 (SW) Andrew Lochridge
GSM1 (SW) Stephen Fromm
BMCS Ronald Miller Jr.

NEC - 834A Valve Repair Technician
FC1 (SW) Jennifer Clark
FC1 (SW) Kevin Flynn
MM1 (SW/AW/EXW) Adam Bryan
GM2 Steffani Jacobs
HT2 (SW) Christopher Yant
MM2 (SW) Paul Lewis

NEC - 835A Watertight Closure Maintenance Technician
BM1 (SW) Christopher Dew
DC1 (SW) Michael Rinebold
FC1 (SW) William Grissom
GSM1 (SW) Stephen Fromm
GM2 Ignacio Lizardegarcia
HT2 (SW) Christopher Yant

NEC - U18A Heat Exchanger Repair Technician
EN2 (SW) Richard Alvarez
MM1 (SW) Joshua Myers
MMC (SW/AW) Fong Lee

NEC - U33A Inside Machinist
MR1 (SW/AW) Jimmy Wang

NEC - U34A Outside Machinist
MMC (SW/AW) Fong Lee

NEC - U39A Outside Electrical Repair Technician
EM1 (SW) Joshua Moulton
EM2 (SW) Brandon Lewis
EM1 (SW/AW) Michael Sistos Jr.

NEC - U47A Shipfitter
HTC Colin Mahardy

NEC - U52A Pipelifter
HT1 (SW) Edward Mountain
HT2 (SW) Richard Mercer

Southeast Regional Maintenance Center (SERMC)

NEC - 736B Pump Repair Technician
MM1 (SWAW) Larry Coqmard
MM2 (SW) Jamesha Smith
MM2 (SW/AW) Curtis Richardson
GSM2 (SW) Matthew Harvey
MM2 (SW) Ridge Hunt
MM1 (SW) Majelle Medrano
MR1 (SW/AW) Forrest Morris III

NEC - 797A Rigger / Weight Tester
BM3 (SW) Dillon Hall
BM2 (SW) Brian Miranda Perez
BM2 (SW) Shawn O’Connor

NEC - 834A Valve Repair Technician
GSM2 (SW) Joshua Harvey
MM1 (SW/AW) Jeffery Hurd Jr.
GSM2 Joshua Niedbalski Jr.

NEC - 835A Watertight Closure Maintenance Technician
BM2 (SW) Erika Moreno
DC2 (SW) Ashley Harris
DC2 (SW) Christiansen Nunez
DC2 (SW) Nathan Villalobos
DC3 (SW) Jalil Jones

NEC - U08A Gas Turbine Repair Technician
GSM1 (SW/AW) Maria Santana
GSM2 (SW) Michael Fox Jr.
GSM2 (SW) Morgan Erickson
GSMC (SW) Daniel Hernandez

NEC - U11A Gas Turbine Electrical Repair Technician
GSE1 (SW) Stephen Abella
GSE2 (SW) Marcos Estupinan
GSE1 (SW) Damien Osio

NEC - U17A Air Conditioning and Refrigeration
MM1 (SW) Gerald Inch
MM1 (SW/AW) Marcellas Mathis Jr.
MMC (SW) Ricardo Vega
MMC (SW/AW) Travis Blackshear
MM2 (SW) Paul Earl Jr.
MMC (SW/AW) Nguyen Ly
MM2 (SW) Jonathan McCranie
MMC (SW) Sou Saetern

(Continued on page 36)
Southeast Regional Maintenance Center, cont’d

NEC - U18A Heat Exchanger Repair Technician
EN1 (SW) Roselin Israel
GSM3 (SW) Edgar Castellanos
MM1 (SW) Rafael Lockett
MM2 (SW/AW/IW) Sherifa Wrightbelizaire

NEC - U26A Diesel Engine-Governor & Injector Repair Technician
EN2 (SW) James Peddle III
EN1 (SW/IW) Marshall Tripp

NEC - U34A Outside Machinist
GSM2 (SW) Alecia Brown
MM1 (SW/AW) Thomas John

NEC - U39A Outside Electrical Repair Technician
EM2 (SW) Giovanni Gray
EM2 (SW) Marcus Wyatt
GSE2 Megan Clark

NEC - U40A Inside Electrical Repair Technician
EM2 (SW) Manaisi Leblanc
EM2 (SW/AW) Elkin Escober

NEC - U54A General Shipboard Welder/Brazer
DC2 (SW) Benjamin Cantrell
HT2 (SW) Benjamin Cantrell, Jr.
HT2 (SW/AW) Marshall Roy
HT2 (SW/AW/IW) Jenny Wilkinson

NEC - V82B Interior Communications Repair Technician
IC1 (SW/AW) Steven Thaw

Southwest Regional Maintenance Center (SWRMC)

NEC - 797A Rigger / Weight Tester
BM1 (SW/AW/SCW) Carl Bethea
BM2 (SW) Cameron Tafelski
BM2 (SW) Charles Ogburn
BM2 (SW) Craig Countryman
BM2 (SW) Daisy Zuniga
BM2 (SW) Travis Ward
BM2 (SW/AW) Brandy Raborn

NEC - 834A Valve Repair Technician
LS1 (EXW/IW) Christopher Pank
MM2 (SW) Craig Wilford

NEC - U08A Gas Turbine Repair Technician
GSM2 (SW) Caleb Miller
GSM3 Michael Gromek, Jr.

NEC - U11A Gas Turbine Electrical Repair Technician
GSE2 (SW/AW) Yunsung Lee
GSEC (SW) Luis Rivera
GSEC (SW) Tyrann Hampton

NEC - U17A Air Conditioning and Refrigeration
MM1 (SW) Raphael Sandner

NEC - U26A Diesel Engine-Governor & Injector Repair Technician
EN1 (EXW) Rolando Guerrero
EN1 (SW) Randarrius London
EN1 (SW) Samantha Harmon
EN1 (SW/AW) Christopher Mills
EN1 (SW/AW) Gregory Moody, Jr.
EN2 (EXW) Travis Hamilton
EN2 (SCW) Carolina Smith
EN2 (SW) Cassandra Killen
EN2 (SW) Jarrett Thompson
EN2 (SW) Johncarlo Legaspi
EN2 (SW) Samuel Cantrell
EN2 (SW/EXW) Gregory Sellers

NEC - U34A Outside Machinist
MM1 (SW) Charles Cooper
MM1 (SW/AW) Shamir Perry
MM1 (SW/AW) Travis Maness
MM1 (SW/AW) Yussuf Shinio
MM2 (SW) Andrew Seidman
MM2 (SW) Brian Whittington II
MM2 (SW) Ian Caudill
MM2 (SW) Ruben Aguilar
MM2 (SW) Stanton Middlebrooks
MM2 (SW/AW) Annamarie Feliciano
MM2 (SW/AW) James Cresencia
MM2 (SW/AW) Matthew Miller
MM2 (SW/AW/IW) Javan Millwood
MMC (SW/AW) Hannah Southern

NEC - U39A Outside Electrical Repair Technician
EM1 (SW) Atala Issa
EM1 (SW) Brian Tacony
EM1 (SW) Crystalrose Fallorina
EM2 (SW/AW) Julianne Velante
EMN1 (SW/AW) Christopher Schaan

NEC - U40A Inside Electrical Repair Technician
EM1 (SW) Quentin Ray

NEC - U47A Shipfitter
HT1 (SW) Heather Fleming
HT1 (SW) Patrick Zembol
HT2 (SCW) Esperanza Wadhwani

(Continued on page 37)
NEC - U52A Pipefitter
   HT1 (EXW) Gabriel Sprigel
   HT1 (SW) Desmond Rapach
   HTC (SW) Timothy Nedzweckas
   HTC (SW/AW) Eduardo Wilson

NEC - V82B Interior Communications Repair Technician
   IC2 (SW) William Morris
   IC2 (SW/AW) Julia Contreras

Trident Refit Facility Bangor, WA

NEC - 736B Pump Repair Technician
   MM1 (SW) Christopher Seeley
   MM2 (SW) Philippe Ngom
   MM2 (SW/AW) Brockton Knapp
   MMC (SW/AW) Robert Cardwell

NEC - 761A Hydraulic Repair Technician
   GSM1 (SW) Jason Jimenez
   MM1 (SW/AW) Ramon Delacruz
   MM2 (SW) Harley Morton

NEC - 834A Valve Repair Technician
   MM1 (SW) Lester Sykes III
   MM1 (SW) Quianie Moore
   MM2 (SW) Konrad Jachym

NEC - 835A Watertight Closure Maintenance Technician
   HT1 (SW) Adam Barkley
   HT2 (SW) Markvincent Pillejera

NEC - U17A Air Conditioning and Refrigeration
   MM1 (SW) Kyle Ringstrom
   MM1 (SW/AW) Glenn Nicks III
   MMC (SW/AW) Joseph Brissette

NEC - U18A Heat Exchanger Repair Technician
   MM1 (SW) Ryan Stade
   MM2 (SW) Samuel McNeil Jr.

NEC - U39A Outside Electrical Repair Technician
   EM1 (SW) Katie Keith
   EM2 (SW) Jane Vargas
   EM2 (SW) Patrick Reding
   EM2 (SW/AW) Esperanza Bates
   EM3 (SW) Andre Daigle Jr.
   EMC (SW) Angel Andonaire

NEC - U40A Inside Electrical Repair Technician
   EM1 (SW) Sherey Garcia
   EM1 (SW/AW) Patrick Patterson
   EM1 (SW/EXW) Ryan Brotonel
   EM1 (SW/EXW) Thomas Swigart Jr.
   EM2 (SW) Brandon Hatcher
   EM2 (SW) Derek Stockl
   EM2 (SW/AW) Joseph Quintanar Jr.
   EM2 (SW/AW) Lauren Blanset
   EM2 (SW/AW) Rachel Yerich

NEC - U47A Shipfitter
   HT1 (SW/AW) Audon Ariasmartinez
   HT1 (SW/AW) William Smith
   HT2 (SW/AW) Jennifer Taylor
   HTFR Mitchell Ott

USS Dwight D. Eisenhower (CVN 69)

NEC - 834A Valve Repair Technician
   MM3 Karl Ramsey

NEC - U18A Heat Exchanger Repair Technician
   MM2 (SW) Princess White

USS Emory S. Land (AS 39)

NEC - U33A Inside Machinist
   MR2 Adrienne Natnat

(Continued from page 36)

(Continued on page 38)
GRADUATES
January - June 2019

(Continued from page 37)

USS Frank Cable (AS 40)
NEC - U39A Outside Electrical Repair Technician
EM2 (SW) Eunice Lubigan
EM2 Benjamin Duff
NEC - U40A Inside Electrical Repair Technician
EM1 (SW) Aldwin David
NEC - U47A Shipfitter
HT1 (SW) Marshall Heiland
HT1 Caleb Bednarz

USS George H.W. Bush (CVN 77)
NEC - U39A Outside Electrical Repair Technician
EM2 William Perry
NEC - U40A Inside Electrical Repair Technician
EM2 William Perry

USS Iwo Jima (LHD 7)
NEC - 834A Valve Repair Technician
MM2 (SW/AW) Kenisha Kerr
DC1 (SW/AW/IW) Robert Gaynor
MM3 (SW/AW/IW) Donaven James

USS Kearsarge (LHD 3)
NEC - U47A Shipfitter
HT2 (SW) Alexander Smalley

USS Nimitz (CVN 68)
NEC - 834A Valve Repair Technician
HT2 (SW) Travis Grubb
HT2 Ty Mannor
NEC - U33A Inside Machinist
MR2 (SW) Julio Burgos Tirado
MR2 (SW) Nicholas Affum
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<th>Legacy NEC</th>
<th>Current NEC</th>
<th>NEC Title</th>
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<th>MARMC</th>
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<th>SERMC</th>
<th>SWRMC</th>
<th>PNS DET SD</th>
<th>TRF</th>
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<th>IMF</th>
<th>HRMC</th>
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<td>U17A</td>
<td>Air Conditioning &amp; Refrigeration Technician</td>
<td>MM</td>
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<td>4340</td>
<td>U26A</td>
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<td>EN</td>
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<td>Inside Electrical Repair Technician EM</td>
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<td>Pipefitter HT</td>
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</table>
NAMTS Training is Available at these Facilities

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

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

- Naval Submarine Support Facility New London (NSSF)
- Mid-Atlantic Regional Maintenance Center (MARM C)
- Norfolk Naval Shipyard (NNSY)
-Southeast Regional Maintenance Center (SERMC)

- Naval Submarine Support Facility New London (NSSF)
- Mid-Atlantic Regional Maintenance Center (MARM C)
- Norfolk Naval Shipyard (NNSY)
- Southeast Regional Maintenance Center (SERMC)

- Southwest Regional Maintenance Center (SWRMC)
- Portsmouth Naval Shipyard Detachment San Diego (PNS DET SD)

- USS Emory S. Land (AS 39)
- USS Frank Cable (AS 40)
- Emergent Repair Facility (ERF)
- Naval Base Guam

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

- Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF Hawaii) (HRMC)

THE NAVY’S “SEA” SCHOOL

Self-Sufficient Sailors at Sea

NAMTS News 40 July 2019
To learn more about the NAMTS program and how you or your Sailors can get involved, please contact your nearest Regional NAMTS Coordinator (RNC), Afloat NAMTS Coordinator (ANC) or CNRMC by using the following information.

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNRMC - Code 900 Director, I-Level Production</td>
<td><a href="mailto:Daniel.Spagone@navy.mil">Daniel.Spagone@navy.mil</a></td>
<td>(757) 400-0090</td>
</tr>
<tr>
<td>CNRMC - Code 930 NAMTS Program Manager</td>
<td><a href="mailto:Gerald.Schrage@navy.mil">Gerald.Schrage@navy.mil</a></td>
<td>(757) 400-2103</td>
</tr>
<tr>
<td>CNRMC - Code 930 Assistant NAMTS Program Manager</td>
<td><a href="mailto:Timothy.A.jones1@navy.mil">Timothy.A.jones1@navy.mil</a></td>
<td>(757) 400-2467</td>
</tr>
<tr>
<td>CNRMC - Code 920 Maintenance Assist Team</td>
<td><a href="mailto:Gary.Evans1@navy.mil">Gary.Evans1@navy.mil</a></td>
<td>(757) 400-2127</td>
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<tr>
<td>CNRMC - Code 920 I-Level Programs/Knowledge Management</td>
<td><a href="mailto:Scott.L.Buchanan1@navy.mil">Scott.L.Buchanan1@navy.mil</a></td>
<td>(757) 400-2486</td>
</tr>
<tr>
<td>NAMTS Project Manager</td>
<td><a href="mailto:JClarke@fti-net.com">JClarke@fti-net.com</a> (Jill)</td>
<td>(757) 230-2222 x6122</td>
</tr>
<tr>
<td>Project Team Leader</td>
<td><a href="mailto:CPolk@fti-net.com">CPolk@fti-net.com</a> (Chris)</td>
<td>(757) 230-2222 x6214</td>
</tr>
<tr>
<td>NAMTS Lead</td>
<td><a href="mailto:Jonathan.Russell@valkyrie.com">Jonathan.Russell@valkyrie.com</a></td>
<td>(757) 578-5448</td>
</tr>
<tr>
<td>NAMTS Field Lead</td>
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<td>(757) 500-4630</td>
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