

NAMTS NEWS

56th Edition, January 2023



In this issue:

- ***SERMC Stands Up Maintenance Execution Team, MET Sailors Benefit from NAMTS***
- ***Navy Cuts Ribbon for New Additive Manufacturing Center of Excellence***
- ***NAMTS Computer Numerical Control (CNC) JQR Now Available***

Welcome to the 56th 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 NAMTS and to highlight the achievements of Sailors across the waterfront among the Navy's senior leadership, 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>

NAMTS

Navy Afloat Maintenance Training Strategy (NAMTS) was established in 1996 by the CNO to improve battle-group organic maintenance capability and material self-sufficiency. Commander, Navy Regional Maintenance Center (CNRMC) develops Sailors through the NAMTS program by utilizing Intermediate-level hands-on maintenance production to "forge maintenance warriors," who are competent and confident in their ability to own, maintain and operate their shipboard equipment.

CNRMC, the Regional Maintenance Centers (RMC), Naval Shipyards (NSY), Intermediate Maintenance Facilities (IMF), Trident Refit Facility (TRF) Bangor and 41 designated afloat activities are collaborating on specific repair and maintenance "value streams" to form the Navy's largest "SEA" school:

- Maintenance Competency Development
- Material Readiness Support
- Shop Production

While assigned to a RMC, IMF, NNSY, TRF or designated afloat command, NAMTS trains Sailors in 26 different Journeymen Level Repair and Maintenance Technician training programs through hands-on shop production work accomplishment. NAMTS graduates are awarded NAMTS Navy Enlisted Classification (NEC) codes in order that they are assigned to NAMTS NEC coded billets.

On the cover:

Left: The Independence variant littoral combat ship USS Independence (LCS 2), sails in the eastern Pacific on February 27, 2019. (U.S. Navy photo by Chief Mass Communication Specialist Shannon Renfro/Released.) <https://www.dvidshub.net/image/5139979/uss-independence-lcs-2-sails-eastern-pacific>

Right: Littoral Combat Ship (LCS) 21, the future USS Minneapolis-Saint Paul, completed acceptance trials in Lake Michigan on August 19, 2020. The ship was commissioned on May 21, 2022. (Photo by LCS Team Freedom.) <https://www.flickr.com/photos/143371902@N04/50250778358/in/album-72157715561616516/>

NAMTS News is brought to you by:

Rear Admiral Eric Ver Hage, USN
Commander, Navy Regional Maintenance Center (CNRMC) &
Director, Surface Ships Maintenance, Modernization, and
Sustainment

Mr. Michael Haycock
Deputy Commander, Navy Regional Maintenance Center and
Executive Director, Surface Ship Maintenance and Modernization

Mr. Eric K. Lind
Executive Director, Navy Regional Maintenance Center

CMDCM Demetric Hairston
Command Master Chief, Navy Regional Maintenance Center and
Surface Ships Maintenance and Modernization

Mr. Kevin Hill,
Deputy Director, CNRMC

Mr. Daniel Spagone, Sr.
Director, Intermediate Level Maintenance (C900)

Mr. Richard Martel
Expeditionary Maintenance/ LCS METs (C800)

Mr. Gary Evans
I-Level Production Manager (C910)

Mr. Scott Buchanan
I-Level Programs/Knowledge Manager/
Supervisor of RMC Diving (C920)

Mr. Gerald Schrage
Sailor Professional Development Manager (C930)

Mr. Timothy Jones
Assistant Sailor Professional Development Manager (C931)

Mrs. Kat Ciesielski
NAMTS Public Affairs

NAMTS News is the official Navy Afloat Maintenance Training Strategy Program publication sponsored by Commander, Navy Regional Maintenance Center. All comments of this publication do not necessarily reflect the official views of the Department of the Navy. This is a biannual newsletter with article submission deadlines of the first of May and October.

NAMTS News Contents

| | |
|--|----|
| A Message from CMDCM Hairston..... | 1 |
| Littoral Combat Ship Maintenance Expeditionary Team Sailors Transfer Command..... | 2 |
| SERMC Stands up Maintenance Execution Team; MET Sailors Benefit from NAMTS..... | 3 |
| Maintenance Expeditionary Teams Result in More Self-Sufficient Sailors..... | 4 |
| SURGEMAIN Summit..... | 5 |
| NAMTS Welcomes New RNCs..... | 7 |
| TRF Bangor’s Rigger Park—Can you lift it?..... | 8 |
| A Fluid Push for NAMTS | 9 |
| NAMTS Participates in Exhibitions and Opportunities to Spread Word of Program..... | 10 |
| Navy Cuts Ribbon for New Additive Manufacturing Center of Excellence | 12 |
| NAMTS Computer Numerical Control JQR Now Available..... | 15 |
| SERMC NAMTS Sailors Utilize CNC Machinery..... | 16 |
| 2021 Sailors of the Year in the Spotlight..... | 17 |
| TYCOM’s Corrosion Control Program Management Initiative | 18 |
| SWRMC Corrosion Control Program Technicians Bust Rust | 19 |
| Corrosion Control Demonstrations Deliver Results..... | 20 |
| Put a Pin in It!..... | 21 |
| Rusty’s Corner..... | 23 |
| CNRMC’s IPE Team Selected to Participate in REPTX 2022..... | 24 |
| NAMTS Phalanx Gun and Ammunition Handling System Repair Technicians at Work..... | 25 |
| Norfolk Naval Shipyard’s Valve Barge..... | 26 |
| HRMC Living up to their Command Motto..... | 27 |
| NAMTS Supports MIDPAC Self-Sufficiency Symposium..... | 28 |
| MARMC Develops Outside Machinists..... | 29 |
| Assault Craft Units Join NAMTS..... | 30 |
| NNSY Welding Students Update..... | 31 |
| Dedicated NAMTS Sailors with Multiple NECs Abound..... | 32 |
| Sailors in the Spotlight..... | 33 |
| NAMTS Afloat Training Activities..... | 34 |
| July—November 2022 NAMTS Graduates | 39 |
| NAMTS Availability..... | 46 |
| Points of Contact..... | 48 |

Do you have content for an upcoming edition of NAMTS News? Submit your NAMTS stories, articles, photos and captions to katherine.e.ciesielski.ctr@us.navy.mil



A Message from Command Master Chief Hairston



CMDCM Demetric Hairston
*Command Master Chief,
Surface Warfare/Aviation Warfare*

Since I came onboard in July, I have learned that there is much work to do, but we are making great progress in achieving our goals. In September, during the Fleet Maintenance and Modernization Symposium, I had the pleasure of sitting on the enlisted leaders' panel. During the session, the topic of learning opportunities for our Sailors came up. Having come from Surface Warfare Engineering School Command (SWESC) in Great Lakes, I was quite familiar with their over 100 course offerings. As I have settled into my new post here at CNRMC, I am thrilled to see that here, too, opportunities for our Sailors abound.

Among the opportunities in which I would encourage eligible Sailors to participate is the Navy Afloat Maintenance Training Strategy (NAMTS) program. The NAMTS program is designed to increase Sailor's knowledge and proficiency in performing essential shipboard repairs through formal training on various ship systems and equipment to improve a ship's organic maintenance capability and self-sufficiency at sea.

Through this hands-on professional development program, Sailors enter as an apprentice and graduate as a journeyman in one or more of the 26 established trade disciplines that include everything from Hull, Mechanical & Electrical to Combat Systems. The program builds on Sailors' existing skills by instilling confidence through hands-on production work and developing new skills to increase their technical knowledge and repair capability.

I encourage you to enroll, learn as much as you can, earn your NAMTS Navy enlisted classifications, and share your knowledge with your shipmates.

Thank you for the great work that you continue to do! However, let's not be complacent. Think about what you want to accomplish in the near future.

I have enjoyed getting to know many of you and look forward to meeting more of you in 2023!

Keep up the great work!



Littoral Combat Ship Maintenance Expeditionary Team Sailors Transfer Command



By Southwest Regional Maintenance Center Public Affairs



The METs are comprised of skilled Sailors who provide critical preventative maintenance to LCS class ships homeported in San Diego and deployed overseas.

These Sailors work alongside LCS crews to complete the portion of the ships' maintenance that was originally intended to be contracted out in support of LCS minimal manning initiatives. As the relatively young METs continue to grow in size and capability, they will eventually take over the contractor's work scope. This is a critical shift toward self-sufficiency and greater combat readiness.

As SWRMC also oversees all LCS contracts for intermediate and depot-level corrective maintenance, shifting the METs to SWRMC is an important alignment of responsibility for all non-organic maintenance (whether contracted or performed by Sailors) under one command. In preparation for the shift, SWRMC employees have spent the last year planning, programming and organizing SWRMC's Expeditionary Maintenance Department, which will provide all the necessary support for the MET Sailors.

The MET Sailors will be joining an already substantial military component within SWRMC.

"SWRMC has traditionally been an excellent workplace for fleet returnees who are interested in retaining and growing their maintenance skills. The intermediate-level corrective maintenance they perform is in direct support of the fleet, where they will ultimately return and be better for the experience. We have extensive experience training and developing Sailors alongside career civilians, many of whom served in the Navy at one point or another," said CDR Tony Macaluso, SWRMC Expeditionary Maintenance Department Head. "We are rapidly onboarding more than 150 Sailors to our command and making the necessary civilian hires that will support this team. Our goal in the short-term is to continue the existing level of support to the fleet under the SWRMC banner, in the mid-term to expand the scope of preventative maintenance

currently being performed, and long-term to constitute an expeditionary intermediate-level maintenance capability that deploys shops overseas for more involved corrective repairs."

"Sailors are the bedrock of the LCS maintenance program. Both at home and while deployed, Sailors that are technical experts with first-hand knowledge of our platforms work directly with our on-hull crews," said CAPT Marc Crawford, commodore of Littoral Combat Ship Squadron One. "Our squadron's collaboration with SWRMC enables stream-lined preventative maintenance to identify potential issues, ultimately making our ships more reliable and lethal for fleet tasking."

This partnership between SWRMC and LCSRON1 is nothing new. SWRMC has always supported LCSRON1 in their mission to "man, train and equip" LCS class ships. SWRMC provides superior ship maintenance, modernization, technical support, and training for the Pacific Fleet. Acquiring the MET provides SWRMC additional capability to help maintain the fleet.

220801-N-ZS023-1064 SAN DIEGO (Aug 1, 2022) Littoral combat ship Maintenance Expeditionary Team Sailors assigned to Southwest Regional Maintenance Center (SWRMC) pose for a photo after a transfer of command ceremony. LCS are fast, agile, mission-focused platforms designed to operate in near-shore environments, winning against 21st-century coastal threats. LCS support forward-presence, maritime security, sea control, and deterrence missions around the globe. (U.S. Navy photo by Mass Communication Specialist 2nd Class Vance Hand)





SERMC Stands Up Maintenance Execution Team; MET Sailors Benefit from NAMTS



Article and photos by Scott Curtis, Southeast Regional Maintenance Center Public Affairs



Southeast Regional Maintenance Center (SERMC) in Mayport, Fla., christened a new expeditionary I-Level maintenance department, the Maintenance Execution Team (MET) or Code 800, on Monday, Aug. 1. The new code at

SERMC is composed of several Sailors previously assigned to Littoral Combat Ship Squadron (LCSRON) 2 in Mayport; and their transfer to SERMC is the final step to bringing the management, support, oversight, facilities, logistics, planning and operations of the MET under one roof.

SERMC Commanding Officer, Capt. Justin Dowd cut the ceremonial ribbon and gave remarks officially establishing the MET soon after the morning observance of Colors.

“This morning I am privileged to officially welcome each of you to the SERMC family! The new department’s strongest attribute is all of you here today, committed to working together to provide on-time completion of maintenance and repairs, allowing Littoral Combat Ship (LCS) crews to stay focused on mission tasking with combat-ready ships,” said Dowd. “These efforts will drive increased ship reliability and more operational days across the entire class.”

Due to the optimally manned crewing used on LCS, the program originally envisioned contractor teams would perform the bulk of the ship maintenance both at homeport and on deployment using Preventive Maintenance Availabilities (PMAV). However, due to the frequency of PMAVs, Freedom variant LCS operating in the 4th, 5th and 6th Fleet areas of operation can’t easily return to Mayport for scheduled maintenance, so SERMC previously sent “fly-away teams” of government contractors to conduct PMAVs outside of the contiguous United States (OCONUS).

Flying contractors OCONUS presents many challenges in itself, so the MET was established by Naval Sea Systems Command (NAVSEA) and Commander, Navy Regional Maintenance Center (CNRMC) to reduce maintenance and travel costs on LCS by lowering the number and cost of contracts



Southeast Regional Maintenance Center (SERMC) Commanding Officer, CAPT Justin Dowd (foreground) greets Sailors assigned to Littoral Combat Ship Squadron (LCSRON) 2 prior to their official transfer to the Maintenance Execution Team (MET) at SERMC.



Left to right: Damage Controlman Fireman Hailey Peterman, SERMC Finance Officer Tony Jones, Code 800 Deputy Department Head Oliver Vellarde, Code 800 Department Head LCDR Mark Hovan, Commanding Officer CAPT Justin Dowd (with scissors), Command Master Chief Tyrone Jiles, Prospective Executive Officer Roderick Little, Executive Officer CAPT Richie Enriquez and Damage Controlman Fireman Korina Trebizo pose for the ceremonial ribbon cutting ceremony on August 1, officially launching the SERMC Maintenance Execution Teams in Mayport.

required for contractor performed maintenance.

The MET is also a great benefit for the Sailors coming from LCSRON. “Sailors assigned to the MET now have the opportunity to earn additional Navy Enlisted Codes (NEC) through NAMTS, which wasn’t available to them previously. We have more than 100 Sailors here, and most will eventually return to sea with the ability to make critical repairs that would otherwise need outside assistance. NAMTS Sailors who take that valuable knowledge and pass it along to their shipmates at sea are a force-multiplier,” said Osbert N. Teeka-Singh, the Regional Navy Afloat Maintenance Training Strategy (NAMTS) Coordinator at SERMC.

“At the moment, MET Sailors reporting to SERMC are cycling through Command Indoctrination, where they receive a NAMTS introduction brief and are enrolled in the NAMTS Core Fundamental Job Qualification Requirements (JQR). Additional JQRs will be assigned based on workload assignments,” Teeka-Singh added.

“The MET is a really great opportunity for any Sailor to be able to get maintenance experience they wouldn’t be able to get while on an LCS,” said Damage Controlman Fireman Echo Morgan, assigned to the MET. “We are doing checks that the contractors would normally be doing and we’re getting to learn the equipment more in-depth than we would just working in our rates.”



Between the anchors, front row, left to right: Southeast Regional Maintenance Center (SERMC) Command Master Chief Tyrone Jiles, SERMC Commanding Officer CAPT Justin Dowd, Code 800 Department Head, LCDR Mark Hovan, Leading Senior Chief, Electrician’s Mate Senior Chief Elodia Serma, Code 800 Deputy Department Head Oliver Vellarde, SERMC Executive Officer, CAPT Richie Enriquez and SERMC Executive Director, Nadia Tepper are flanked by MET Sailors with their new SERMC ball caps



Maintenance Expeditionary Teams Result in More Self-Sufficient Sailors



By NAMTS Public Affairs

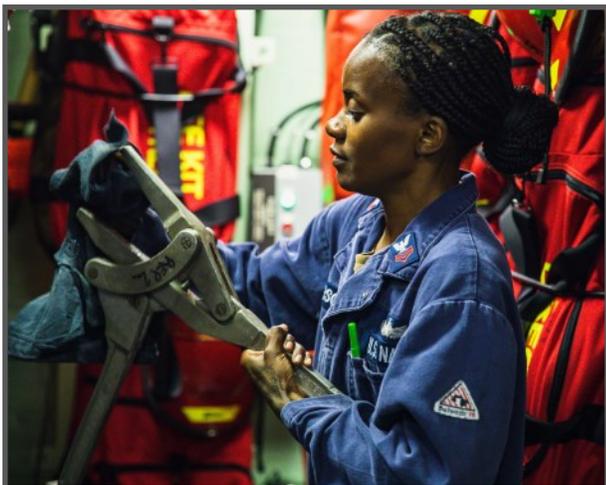
Maintenance Expeditionary Teams (MET) have been established at Southwest Regional Maintenance Center (SWRMC) and Southeast Regional Maintenance Center (SERMC) as of Aug. 1.

Commander, Navy Regional Maintenance Center's (CNRMC) Expeditionary Maintenance and Littoral Combat Ship (LCS) METs Department (Code 800) provides oversight to the SWRMC and SERMC LCS METs, ensuring quality preventive maintenance is executed on the LCS 1 Class Freedom variant and the LCS 2 Class Independence variant. The goal of the METs is to increase the self-reliance and flexibility of the ships to meet operational schedules and to shift routine maintenance responsibility to the Navy.

Traditional Organizational-Level Planned Maintenance Systems (PMS) have been transferred to shore support. The RMCs execute Planned Maintenance Availabilities (PMAV) scheduled by the LCS Squadrons. The PMAVs are now accomplished by Sailors assigned to the RMCs in the Hull, Mechanical and Electrical (HM&E), Combat Systems, and Weapons fields, thus enabling them to become more knowledgeable in PMS, LCS systems/equipment and in-rate proficient upon their return to the fleet.

PMAV is a monthly process in the ship's schedule conducted by LCSs, in which a maintenance team assists with the completion of planned maintenance due to the ship's minimally manned crew. Compared to other Navy ship platforms, LCSs have a relatively small crew. Historically, labor and technical support during deployment is supplemented with civilian contractors who conduct most of the preventative maintenance schedule (PMS) work. Code 800's LCS METs are changing this.

"I recently participated in a PMAV with SERMC aboard USS Indianapolis (LCS 17) in Mayport, Florida. The METs,



PONCE, Puerto Rico (Apr. 14, 2022) Gas Turbine Systems Technician (Mechanical) 1st Class Takesha Anderson, assigned to the maintenance execution team (MET) of Surface Division 21, cleans and inspects a damage control-man clamp aboard the Freedom-variant littoral combat ship USS Billings (LCS 15) while in port Ponce, Puerto Rico for a planned maintenance availability (PMAV), continuous maintenance availability (CMAV) and crew swap, Apr. 14, 2022. Billings is deployed to the U.S. 4th Fleet area of operations to support Joint Interagency Task Force South's mission, which includes counter-illicit drug trafficking missions in the Caribbean and Eastern Pacific. (U.S. Navy photo by Mass Communication Specialist 3rd Class Aaron Lau/Released)



PONCE, Puerto Rico (Apr. 14, 2022) Gunner's Mate 3rd Class Marissa Galvin, assigned to the maintenance execution team (MET) of Surface Division 21, cleans and inspects a water eductor A-2 aboard the Freedom-variant littoral combat ship USS Billings (LCS 15) while in port Ponce, Puerto Rico for a planned maintenance availability (PMAV), continuous maintenance availability (CMAV) and crew swap, Apr. 14, 2022. Billings is deployed to the U.S. 4th Fleet area of operations to support Joint Interagency Task Force South's mission, which includes counter-illicit drug trafficking missions in the Caribbean and Eastern Pacific. (U.S. Navy photo by Mass Communication Specialist 3rd Class Aaron Lau/Released)

lead by EMC Devon Harris and DC1 Alexis Primes, executed 95 % of the 430 PMS checks during a 10 day PMAV, which had even lost days due to hurricane preparations. It was refreshing to conduct maintenance with Sailors dedicated to conducting the PMS in accordance with the required MRC [maintenance requirement card] steps. The deck plate leadership and maintenance personnel coordinated with the ship in order to get all of the PMS accomplished," said Ritch Martel, LCS METs Code 800 lead.

"MET Sailors have an incredible opportunity to learn through production work as they perform these planned maintenance availabilities. In addition to the hands-on experience, they can enroll in skill area JQRs [Job Qualification Requirements] offered through the NAMTS program. Going through the JQR gives them the sets and reps they need to build their knowledge and confidence. Upon completion, they earn a Navy Enlisted Classification which confirms that they have the knowledge and experience to do their jobs well. In addition to their professional development, it's experience that equates to opportunities when they are no longer on active duty," said Gerald Schrage, Sailor professional development program manager for Commander, Navy Regional Maintenance Center (Code 930).



SURGEMAIN Summit



By Sharon Jones, Afloat NAMTS SME, and Kat Ciesielski, NAMTS Public Affairs



In late July, Surge Maintenance (SurgeMain) Regional Training Chiefs and Senior Enlisted Leaders from SurgeMain units across the nation convened in Virginia Beach, Va., for a week, learning more about the Navy Afloat Maintenance Training Strategy (NAMTS) program and the opportunities and resources available to their Sailors.

The meeting was kicked off with an address by Mr. Gerald Schrage, Sailor Professional Development Program Manager for Commander, Navy Regional Maintenance Center (Code 930). “We are here to help you and your Sailors succeed. The more opportunities available for hands-on learning, the more proficient and confident your Sailors become, and in turn, the better our fleet will be,” said Schrage. “Some of you are fortunate to be a part of well-established programs and we commend you for your efforts. We are here to share information, address challenges, and seek solutions. It will be a busy week, but we’re here to put the work in together,” he added.

The five-day agenda consisted of NAMTS Core Fundamentals education, Modular Object-Oriented Dynamic Learning Environment (MOODLE) training, NAMTS Qualification Progress Report (QPR) review, and Mid-Atlantic Regional Maintenance Center (MARMC) shop tours. “It was a good opportunity for the team to come together to establish the goals of the program and build team cohesion,” stated CWO2 Brandon Brake, Department Head, Naval Reserve SurgeMain N72 Professional Development.

The NAMTS Core Fundamentals Job Qualification Requirements (JQR) is a pre-requisite for Sailors who want to enroll in skill area NAMTS JQRs. Afloat NAMTS subject matter experts Sharon Jones and Mike Dengate taught the course to the SURGEMAIN attendees. “Participants were very engaged and particularly interested in the Formal Work Package, Controlled Work Package, and General Rigging Fundamentals portions of the course,” stated Jones. Upon enrollment in the skill area JQRs, Sailors delve into learning through the completion of hands-on production work.

Kelly Thomas, Web Programmer and NAMTS Information Technology Support Specialist, taught attendees how to properly



Mr. Gerald Schrage, Sailor Professional Development Program Manager for Commander, Navy Regional Maintenance Center (Code 930) delivers the opening address. (Photo by Kat Ciesielski.)

navigate through MOODLE and the NAMTS QPR. MOODLE and NAMTS QPR are robust and integrated software programs primarily utilized by administrators. NAMTS uses MOODLE for proctoring the NAMTS Core Fundamentals and skill area exams and the NAMTS QPR software is used to track, monitor, and manage the progress of each enrolled Sailor.

On the last day of the summit, Andrew Porter, MARMC Regional NAMTS Coordinator, guided summit participants through a tour of MARMC’s facilities. Among the shops visited were the Diesel Repair Shop, Pump Shop, Valve Shop, and Inside Machine Shop. During their walk through, MARMC NAMTS Skill Area Coordinators were available to brief their shop’s production capabilities and field questions from the group.

“The production floor tour was great because they got to hear directly from the skill area coordinators, and it was an invaluable networking opportunity for the SurgeMain team,” said Porter. For the last stop on the tour, Porter invited the group into the MARMC NAMTS office to share some helpful practices and tips he has acquired through the years. “The MARMC tour gave me and my MARMC lead some ideas about how we can start to build the long range training plan utilizing NAMTS for our reservists,” added Brake.

“Our team hasn’t been able to hold this meeting since prior to the pandemic, so this was great. Our intent is to meet every year for at least two or three days and perhaps more if new team members need a bulk re-introduction to the program and training,” said Brake.



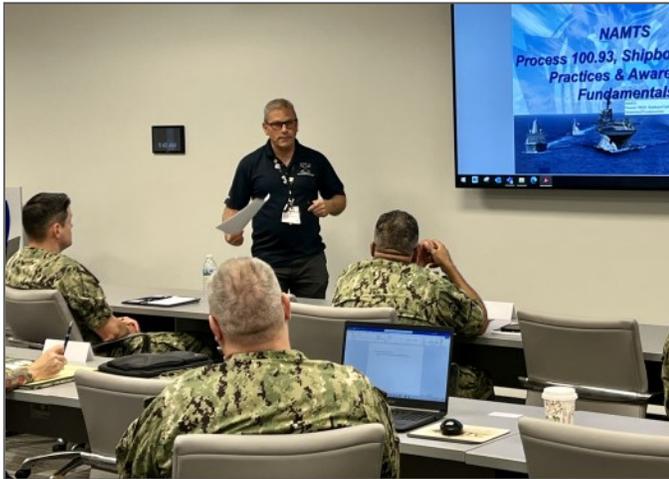
CWO2 Brandon Brake, Department Head, Naval Reserves SurgeMain N72 Professional Development, addresses his team on Day 1 of the SurgeMain summit. (Photo by Kat Ciesielski.)



Sharon Jones, Afloat NAMTS CSMP/3M/Core Subject Matter Expert, teaches during the NAMTS Core Fundamentals session. (Photo by Kat Ciesielski.)



SURGEMAIN Summit



Mike Dengate, Afloat NAMTS Outside Machinery Subject Matter Expert, provides instruction on NAMTS Core Fundamentals. (Photo by Sharon Jones.)



MRC(SW/SCW) Steven Vanlandschoot (left) is the NAMTS Skill Area Coordinator for Pump Repair at MARMC. Through his leadership, the MARMC Pump Shop repairs and overhauls a variety of pumps critical to Navy systems in the fleet. (Photo by Danielle Lofton, MARMC Public Affairs.)



EN1(SW) Max Groneman (left) is the NAMTS Skill Area Coordinator for Diesel Repair at MARMC. Efforts to stand up NAMTS Diesel Repair training were difficult until the shop acquired a Detroit 12V71 diesel engine from Assault Craft Unit Two in mid-2021. This training engine is an important training tool used to show Sailors the fundamentals of diesel engine repair and functionality. (Photo by Danielle Lofton, MARMC Public Affairs.)



Andrew Porter, MARMC Regional NAMTS Coordinator, shares details about how he and colleague Felicia Reid track the progress of Sailors enrolled in NAMTS at MARMC and Norfolk Naval Shipyard, the challenges they face, and how they navigate them. (Photo by Danielle Lofton, MARMC Public Affairs.)



DC2(SW) Esteban Chapa discusses the work processes performed in the MARMC Watertight Closure Shop. The shop specializes in a variety of maintenance procedures for several closures including Quick Acting Watertight Doors (QAWTD), Individually Dogged Watertight Doors, and Quick Acting Watertight Scuttles (QAWTS). MARMC Sailors focus on this critical maintenance skill area and work to develop their knowledge to maintain watertight integrity at sea. (Photo by Danielle Lofton, MARMC Public Affairs.)



(L-R): Andrew Porter, CWO2 Brandon Brake, GSM1 Brock Puffett, EMCS Nicholas Ammons, HTC Orlando Rosello, MMC Philip Paugh, HTC Robert Wright, BMCS Grant Lively, ENCM Steven Gardner, EN1 Richard Mowry, EMC Christian Strong, and EMCS Jonathan Miskin. (Photo by Danielle Lofton, MARMC Public Affairs.)



NAMTS Welcomes New Regional Coordinators



Article and Photos by Sandy Hinz, TRF Bangor NAMTS Program Manager

By NAMTS Public Affairs

Trident Refit Facility, Bangor (TRFB) is pleased to welcome its new Regional Navy Afloat Maintenance Training Strategy (NAMTS) Coordinator (RNC), Mr. Marvin Frilles, who joined the team in August 2022.

As RNC, Frilles oversees the coordination, tracking and qualifying of all Sailors enrolled in the NAMTS program at TRFB, the aircraft carriers at Naval Base Kitsap – Bremerton, and associated Reservist Sailors. TRFB provides training in 13 skills for surface engineering Sailors and four skills specific to submarine Sailors. TRFB currently has 100 active duty Sailors enrolled in the program and 125 NECs on board.



Marvin Frilles,
Trident Refit Facility, Bangor
Regional NAMTS Coordinator

“My vision for our NAMTS program here at TRF, Bangor, is for our Sailors to understand that there is more to the program than earning a NEC. It’s also about setting yourself up to report to your next command as a Sailor who did something more while on shore duty. It creates networks and garners better relationships between Sailors and civilian employees. For those who are choosing to leave naval service, it’s an internship and network that can open doors for your second career.”

A second-generation Sailor, Frilles enlisted in the U.S. Navy out of San Diego, Calif. in May 1999, as a Nuclear Electrician’s Mate. He completed the nuclear pipeline training and reported to USS Carl Vinson (CVN 70) where he became a Work Center Supervisor and Training Department Leading Petty Officer (LPO). From there, he worked at Naval Intermediate Maintenance Facility, Pacific Northwest (NAVIMFAC, PACNORWEST) Bangor in the Waterfront Electrical Repair Shop (Shop 51B) as the LPO before transferring to USS John C. Stennis (CVN 74), where he advanced to Chief and became the #1 Reactor Plant Reactor Electrical Division Leading Chief Petty Officer (LCPO) and Department Maintenance and Material Management Assistant (D3MA). He then went on to USS Nimitz (CVN 68) as the Weapons Elevator Division LCPO and D3MA. Frilles retired from the Navy in 2019, at Puget Sound Naval Shipyard, where he was serving as the Surgemain and Puget Sound Naval Shipyard (PSNS) Senior Enlisted Advisor.

After the Navy, he worked at Naval Undersea Warfare Center, Keyport as an Engineering Technician contractor supporting the Facilities Branch, where he provided labor, technical and logistic support.

Frilles’ Navy background, leadership skills and attention to detail are a welcome addition to TRFB and the NAMTS program!

EKomo Mai! That is Hawaiian for “Welcome!” which was provided to Mr. Philip Bowler as he became the Hawaii Regional Maintenance Center (HRMC) Regional Navy Afloat Maintenance Training Strategy (NAMTS) Coordinator (RNC) in July 2022.

As RNC, Bowler oversees the coordination, tracking, and qualifying of all Sailors enrolled in the NAMTS program at HRMC, Pearl Harbor Naval Shipyard (PHNSY), and associated Reservist Sailors. HRMC provides training in 15 skills sets and currently have 91 active duty and 2 reserve Sailors enrolled in the program with an additional 92 NECs on board.



Philip R. “Phil” Bowler,
Hawaii Regional Maintenance Center
Regional NAMTS Coordinator

Bowler enlisted in the U.S. Navy out of Spokane, Wash., in August 2000 as an Interior Communications Electrician. His first command was USS Russell (DDG 59), where he became the Work Center Supervisor. From there he went to USS Rodney M. Davis (FFG 60), where he became the Divisional Leading Petty Officer (LPO) and the command’s 3M Assistant. For his first shore tour, he went to Naval Air Station Lemoore, Calif., as the Departmental LPO for Field Support conducting repairs on shipboard equipment at the airfield and recovering emergent F-18s. He was then advanced to Chief Petty Officer. Going back to sea, Bowler was the Leading Chief Petty Officer for Combat Electrical (CE) Division and 7th Fleet Anti Air Warfare Coordinator (AAWC) aboard USS Cowpens (CG 63). Halfway through the tour, he conducted a successful hull swap with USS Antietam (CG 54). His final sea duty tour was aboard USS Emory S. Land (AS 39) stationed in Guam as the R4 (Electrical) Division Production Officer, where he was responsible for coordinating all electrical repairs on submarine/surface commands and providing emergent fly away teams around the 7th Fleet Area Of Responsibility (AOR). His dedication led him to be advanced to Senior Chief Petty Officer (SCPO). Finally, he retired from the Navy in 2022 at Pearl Harbor where he served as the HRMC Senior Enlisted Advisor; Bowler had 22 years of dedicated Naval service.

“Over the years in Hawaii, I’ve seen the NAMTS program expanding. I’m proud of the impact that it has made with the Sailors. I’m truly grateful to be a part of the program and I look forward to continuing to expand it across all of Pearl Harbor. The overall goal of this program is having the right skill sets for ‘Self-Sufficient Sailors at Sea’. I’m confident that with the NAMTS program, we will achieve Warfighting Competency and Professional Development across the entire Navy, aligning with the Chief of Naval Operations’ (CNO) Navigation Plan 2022,” said Bowler.

With his extensive repair and production background, Bowler provides a breath of fresh air to an everchanging dynamic team at HRMC and he will continue to build the program to new heights across HRMC and PHNSY!



TRF Bangor's Rigger Park—Can you lift it?



By Jesse Chapman, Regional NAMTS Coordinator



A source of pride for Trident Refit Facility, Bangor (TRFB), Wash., is the high quality of Navy Afloat Maintenance Training Strategy (NAMTS) qualified Sailors it produces in the NAMTS program, specifically in the Rigger / Weight Tester skill area. There are no shortcuts taken here, as every Sailor who is awarded the NAMTS Rigger / Weight Tester

Navy Enlisted Classification (NEC) code has been trained alongside and to the same level as the civilian riggers. These Boatswain's Mates then rotate to the fleet as skilled riggers and trainers, enhancing self-repair capability Navy-wide.

The ability to train a Sailor in the NAMTS Rigger / Weight Tester Job Qualification Requirement (JQR) can be difficult. Rigging and lifting loads are inherently dangerous, and a mistake could cause serious injury or damage to equipment. Tom Noel, a trainer for Code 200 at TRFB takes prospective Riggers to Puget Sound Naval Shipyard (PSNS) in Bremerton, Wash., to train them at their rigger training facility. This environment safely allows for learning from mistakes. This arrangement worked very well until PSNS and TRF split into two separate commands. Noel then suggested that TRF build its own "Rigger Park".

Taking design cues from Puget Sound Naval Shipyard's own facility, Noel and Sandy Hinz, NAMTS Program Manager for TRFB, were able to get the command to approve its construction. Rigger Park was built and welded locally at TRFB by NAMTS Sailors, including SurgeMain reservists, in the Shipfitter and Welding Shops. This project started in July of 2019 and allowed thirteen Hull Technicians to use this opportunity to further their own NAMTS progress. Many of the processes required to complete the NAMTS Shipfitter JQR were conducted during the construction of this facility, making it an invaluable training asset to both riggers and shipfitters.

Once the Rigger Park was completed, the Rigging Shop wasted no time putting it to good use. According to Brody Denis, Trainer Supervisor for Code 200, "The Rigger Park has given the riggers training in a controlled rigging environment, where it is safe to fail. Trainers are able to set up rigging situations where the rigger will fail in order to train how to safely



BM2 Eileen Pasion, with the assistance of BM2 Cheyenne Moscoco, verifies the lashings on this valve are properly torqued prior to lifting. (Photo by Sandy Hinz.)



Mr. Brody Denis observes as BM2 Eileen Pasion and BM2 Cheyenne Moscoco carefully lift a valve during a Rigger / Weight Tester practical examination. (Photo by Sandy Hinz.)

report and recover from an unplanned occurrence. The park creates a way for new riggers to be introduced to rigging gear as well. Some rigging gear is not widely used, and the park gives us the opportunity to show and test rigging gear in a controlled environment that is not affected by timelines. This allows for trainers to teach real-time situational training in a controlled environment. This environment is separate from waterfront hazards and has no effect on production."

Another advantage to having Rigger Park is the ability to test the prospective riggers in the actual application of the skills they have learned while completing the NAMTS Rigger / Weight Tester JQR. This is accomplished through a practical examination. Working with the Code 200 Deputy Department Head, Mike Randall, and the shop trainers, Denis developed a Rigger Practical grading sheet. These grading criteria are used to grade the prospective riggers. The riggers utilize various rigging equipment to move a heavy item from Point A to Point B, simulating an actual rigging job aboard a Navy ship or submarine.

"The implementation of the practical for NAMTS personnel offers the training division of Code 200 the ability to assess the Sailor on real-life situations and places added emphasis on deficiencies and improper techniques. It also affords the opportunity to validate the signatures in the NAMTS Rigger / Weight Tester in a practical environment," said Denis.

This project has been and will continue to be of immense benefit to TRFB's NAMTS program.



Mr. Brody Denis, Code 200, explains the importance of choosing the correct pick points to BM2 Eileen Pasion and BM2 Cheyenne Moscoco, while conducting and debriefing a practical examination at TRFB's Rigger Park. (Photo by Sandy Hinz.)



A Fluid Push for NAMTS



By Marvin Frilles, Regional NAMTS Coordinator



T Trident Refit Facility, Bangor (TRFB) Shop 31F is the Hydraulic Repair Shop. Within it, you will find Sailors diligently working on their qualifications to become Navy Afloat Maintenance Training Strategy (NAMTS) Hydraulics Repair Technicians. Upon completion of their NAMTS JQR, written exam and oral board, Sailors are

awarded the Navy Enlisted Classification (NEC); earning the NEC demonstrates that they have gained the knowledge and proficiency in the processes, procedures and requirements as a Hydraulic Repair Technician. They will be eligible for assignment to a NAMTS NEC billet on an afloat unit where they would be responsible for onboard hydraulic repairs.

Sailors here enjoy the experience of being able to disassemble a piece of equipment down to its bare components. Then, using technical manuals and other documentation along with their civilian counterparts, they learn how to perform detailed inspections, verify clearances, tolerances, and conduct various repairs and establish re-assembly criteria. “We learn more than just what’s on a PMS card,” said Gas Turbine Systems Technician (Mechanical) 1st Class Bobby Thomas from West Palm Beach, Fla.

Examples of the system components they work on are actuators, piston and screw pumps, lube oil purifiers, accumulators, missile muzzle hatches, servo valves, rams, and hydraulic control valves. Several of these components are part of the Submarine Safety Program (SUBSAFE), requiring a level of certification that provides maximum reasonable assurance that the component will prevent flooding or assist in flooding recovery. In the words of Machinist’s Mate 2nd Class David Keenan, a NAMTS enrollee, “the surfaces have to equal the dives.” He commented on the program stating that, “NAMTS gets me to think outside of the box instead of just turning wrenches and valves. NAMTS and the processes in the shop allow me to troubleshoot and problem solve.”

Thanks to the in-depth training program led by Army veteran Tony Carlson, Shop 31F Training Supervisor, the NAMTS program in this shop produces Sailors with increased levels of



ownership and a much higher level of knowledge than others. Motivated by continuous process improvement, Carlson has submitted additional recommended questions to support the Job Qualification Requirement (JQR) oral board exam ques-

MM2 (SS) David Keenan reviews technical requirements in Shop 31F. (Photo by Sandy Hinz.)

tion bank. These test bank questions were more technical in nature and challenged the Sailors to ensure that they possessed the required knowledge.



Mr. Travis Donahue and MM2 (SW) Lance Bulley reassemble a hydraulic actuator. (Photo by Sandy Hinz.)

Not only does NAMTS assist Sailors in improving their self-sufficiency skills prior to the Sailors returning to the fleet, but Sailors attaining NAMTS qualification often increase their civilian employment opportunities as well. Recently, three former NAMTS Sailors from the shop were hired into TRFB Shop 31F as civilian employees thanks to the work they put in completing the NAMTS Hydraulic Repair JQR. Four other former Sailors were able to find jobs in other shops at the command based on their experience and the good impressions they made while in the program. “They would not have been hired at the level they were if it weren’t for NAMTS,” admitted Carlson.

Shop Leading Chief Petty Officer, Chief Machinist’s Mate Austin Tussey, from Saint John, Ind., holds the NAMTS Valve Repair and Heat Exchanger NECs. He believes his experience with NAMTS has served him in a very positive way after returning to the fleet. “I was able to take my Sailors and teach them the intricate details of repairs and inspection. We had 12 relief valves we needed to fix and didn’t have the budget for all new valves, so I had them order repair kits at a fraction of the cost.” When asked how he felt about the program he exclaimed, “I love it!” His enthusiasm is evident in how his Sailors manage their qualifications.

Detroit native Machinist’s Mate 2nd Class Lance Bulley commented, “It’s all on the Sailor on how serious we take the program. It’s a good thing. It gives you the opportunity to earn more NAMTS NECs and provides more options for job orders for your next command.”

The NAMTS Hydraulic Repair qualification is beneficial to a variety of Sailors. Whether arming them with the knowledge they need to continue supporting the fleet aboard our warships or providing them the skills necessary to succeed in their future endeavors after active duty service, the experience is valuable at any level.



MM2 (SW) Lance Bulley preparing material for a hydraulic actuator reassembly. (Photo by Sandy Hinz.)



NAMTS Participates in Various Exhibition Opportunities to Spread Word of Program



By NAMTS Public Affairs



The Navy Afloat Maintenance Training Strategy (NAMTS) team has been taking advantage of every opportunity available to share information about the program through exhibition at symposia, conferences and tradeshows.

Over the last several months, NAMTS has participated in

the Surface Navy Association's (SNA) 3rd Waterfront Symposium, the American Society of Naval Engineers' (ASNE) Fleet Maintenance and Modernization Symposium (FMMS), the Second Annual Accelerated Training in Defense Manufacturing (ATDM) Summit, the premier metal fabricating industry event, FABTECH 2022, and the Commander, Naval Surface Group (CNSG) Middle Pacific (MIDPAC) Self-sufficiency Symposium.

Surface Navy Association's 3rd Waterfront Symposium

SNA hosted its 3rd Waterfront Symposium August 17-18, on Pier 2 at Naval Station San Diego. Themed "The Competitive Edge" the event was an opportunity for leaders across the Navy, industry, and academia to come together and address current issues, challenges, and a way forward.

A proud moment for the NAMTS team was when EM1(SW) Brandon Mejiabravo's former Executive Officer from his time



(L-R): NAMTS Sailors, MM1(SW) James Anastassiadis, EM1(SW) Brandon Mejiabravo's, and GSM1(SW) Patricia Lira, Afloat NAMTS West Team Lead Quinten Taylor; AEGIS Fleet Readiness Principal Assistant Program Manager for Program Executive Office, Integrated Warfare Systems, CDR Andrew Rivas; and Afloat NAMTS Coordinator, Phil Simpson. (Photo by Doug Scholl.)



(L-R): Steven Constantino, Darrell Monroe, HT1 Joseph Dicaro, Cedric Ridley, GSE1(SW) Enrique Delacueva, Rizalito Antonio, Phil Simpson, Ramir Pulido. (Photo by Quinten Taylor.)

aboard USS Lake Erie (CG 70), CDR Andrew Rivas, dropped by the NAMTS booth and the two were able to catch up. CDR Rivas was impressed that EM1 Mejiabravo was able to earn three NAMTS NECs on a shore tour and wished him well in earning his fourth!

Fleet Maintenance & Modernization Symposium

The American Society of Naval Engineers' (ASNE) Fleet Maintenance and Modernization Symposium (FMMS) was held September 20-21, at the Virginia Beach Convention Center. An annual meeting, the event brings together the entire naval ship maintenance, modernization, and ship repair community. The FMMS agenda included senior military keynotes, industry speakers, informative panels, Innovation Theater speakers, technical paper presentations, and a professional development course.



September 21, 2022, Fleet Maintenance and Modernization Symposium, Virginia Beach. (L-R) NAMTS Ashore Team Lead, Art Sisk; NAMTS Industrial Plant Equipment Manager, Albert Johnson; Mid-Atlantic Regional Maintenance Center (MARMC) Regional NAMTS Coordinator, Andrew Porter; Norfolk Naval Shipyard Regional NAMTS Coordinator, Felicia Reid; Executive Director, Navy Regional Maintenance Center, Eric Lind; NAMTS Afloat Outside Machinery SME, Jon Bonet-Sepulveda; East Coast Afloat Team Lead & Electrical SME, Russell Lincoln; Deputy Commander, Navy Regional Maintenance Center and Executive Director, Surface Ship Maintenance and Modernization, Michael Haycock; Contract Assistant Program Manager/NAMTS Afloat Lead, Charlie Lynch; Director, Intermediate Level Maintenance, Commander, Navy Regional Maintenance Center, Daniel Spagone; NAMTS Scheduler/Coordinator, Gabriela Quinones; NAMTS Watertight Closure Maintenance Technician Skill Area Coordinator at MARMC, Damage Controlman Second Class (SW/AW) Britton Raven. (Photo by NAMTS Public Affairs.)



FMMS 2022 Enlisted Leaders Panel Participants (L-R): Moderator, CMDCM Bryan Exum, USN (Ret.), former Command Master Chief, Commander, Naval Sea Systems Command; Panelists: FORCM Jason Knupp, USN, Force Master Chief, Naval Surface Force Atlantic; CMDCM Justin Gray, USN, Command Master Chief, Naval Sea Systems Command; CMDCM Demetric Hairston, USN, Command Master Chief, Commander, Navy Regional Maintenance Center (CNRMC) and Surface Ships Maintenance and Modernization (SEA 21); and MKCM Michael Huggins, USCG, Machinery Technician Rating Force Master Chief, U.S. Coast Guard. (Photo by NAMTS Public Affairs.)



NAMTS Participates in Various Opportunities to Spread Word of Program



NAMTS Establishment Meeting onboard TRF, Kings Bay, Ga.

Commander, Navy Regional Maintenance Center (CNRMC) staff, Daniel Spagone, Sr. (CNRMC Director of I-Level Maintenance, Code 900), Jerry Schrage (CNRMC Sailor Professional Development Program Manager Code 930), Ritch Martel (CNRMC Code 800), and NAMTS ashore contracted support, Arthur Sisk, met with Trident Refit Facility, Kings Bay leadership, CAPT Mark Yates (Commanding Officer), CDR Kevin Sims (Executive Officer), and CMDCM Jeffrey Hiscocks (Command Master Chief) in mid-September to discuss the establishment of a NAMTS program onboard TRF, Kings Bay. With several facilities and well-stocked shops, the command has an ideal environment for Sailors to complete hands-on production work while working through job qualification requirements (JQR) to earn Navy enlisted classification (NEC) codes.

The command is excited for the opportunity for their Sailors; once they complete NAMTS Core Fundamentals JQR, Sailors will have the opportunity to enroll in one of the initial NAMTS skills, NAMTS Outside Electrical Repair Technician, NAMTS General Shipboard Welder/Brazer, NAMTS Rigger/Weight Tester, and NAMTS Air Conditioning and Refrigeration Repair Technician.

2nd Annual Accelerated Training in Defense Manufacturing (ATDM) Summit

The second annual ATDM Summit was held October 4-6, in Danville, Va., during which Naval Sea Systems Command (NAVSEA) announced that it is launching its Additive Manufacturing Center of Excellence (AM CoE) within the State of Virginia's Center for Manufacturing Advancement (CMA) on the Danville Institute for Advanced Learning and Research (IALR) campus. A ribbon cutting was held on day two of the summit, during which Vice Adm. Galinis, commander, Naval Sea Systems Command, also provided remarks about the new endeavor. The AM CoE will provide a platform for training a skilled additive manufacturing workforce through partnership with the Accelerated Training in Defense Manufacturing (ATDM) program, a rigorous, focused 24/5 training schedule that graduates student cohorts every four months in disciplines such as Computer Numerical Control (CNC), Additive Manufacturing (AM), Non-destructive Testing (NDT), Quality Control Inspection (Metrology) and Welding, all of which are skills imperative to our fleet. During the pilot program, tuition and housing are provided for our Sailors and all program participants.



NAMTS team members who attended the 2nd Annual Accelerated Training in Defense Manufacturing Summit (L-R): NAMTS Public Affairs Officer, Kat Ciesielski; Sailor Professional Development Program Manager, Commander, Navy Regional Maintenance Center (C930), Jerry Schrage; and Afloat NAMTS Inside Machinist subject matter expert, Rick Smith.

FABTECH 2022

Fabrication Technology (FABTECH) is the premier event for the metal fabricating industry. Since its 1981 debut, the show

has grown from a regional trade show into North America's largest and most authoritative event for metal forming, fabricating, welding, and finishing.



FABTECH 2022 was held November 8-10, at the Georgia World Congress Center, in Atlanta, Ga. (Photo by Jennifer Dallos.)

The NAMTS Industrial Plant Equipment (IPE) team was in attendance, along with Fleet Maintenance Improvement Program managers and the Plant Equipment Support Office Staff, to visit and survey vendors from various industry segments. Attending FABTECH 2022 afforded the IPE team opportunities to seek, evaluate, and request quotes for viable production equipment options for maintenance and training across the Regional Maintenance Center enterprise. Vendors were surveyed, equipment was measured, compared, and contrasted based on reputation for quality, performance, and total ownership cost. Some notable technologies and equipment represented at FABTECH 2022 that will be procured are laser rust removal systems and water-jet cutting machines.

Commander, Naval Surface Group (CNSG) Middle Pacific (MIDPAC) Self-sufficiency Symposium

Commander, Naval Surface Group (CNSG) Middle Pacific (MIDPAC) Surface Ship Self-sufficiency Symposium was held November 9-10, at Sharkey Theater on Joint Base Pearl Harbor Hickam (JBPHH). The objective of the biennial symposium is to provide shipboard leadership, crews, and operational staffs with additional tools, knowledge and resources available in the basin to empower and encourage them to take repairs into their own hands and increase the surface fleet's operational availability. See page 28 for more details!



NAMTS team members in attendance at the Commander, Naval Surface Group (CNSG) Middle Pacific (MIDPAC) Surface Ship Self-sufficiency Symposium (L-R): Phil Bowler, Hawaii Regional NAMTS Coordinator; Sailor Professional Development Program Manager, Commander, Navy Regional Maintenance Center (C930), Jerry Schrage; and NAMTS Assistant Program Manager/NAMTS Afloat Lead, Charlie Lynch, and Afloat NAMTS Coordinator, Grabiela Quinones. (Photos by NAMTS PAO.)



Navy Cuts the Ribbon for New Additive Manufacturing Center of Excellence During 2nd Annual ATDM Summit



By NAMTS Public Affairs



Hosted by the Institute for Advanced Learning and Research (IALR), the Second Annual Accelerated Training in Defense Manufacturing (ATDM) Summit was held October 4-6, in Danville, Va. The summit included the groundbreaking ceremonies for the Center for Manufacturing Advancement (CMA) and the Navy's Additive Manufacturing Center of Excellence (AM CoE), which will be housed in the CMA.

ATDM is a training program funded by the Department of Defense (DoD)/Navy with instruction provided by Danville Community College. There are five training tracks: CNC Machining, Additive Manufacturing, Welding, Quality Control/Metrology, and Non-Destructive Testing. ATDM was developed as a public-private consortium between the DoD, IALR, Danville Community College (DCC), Phillips Corporation, and the Spectrum Group in consultation with the defense industry. IALR is leading a multi-year pilot project to test and evaluate ATDM as a training platform for regional training centers supporting the defense industrial base. The pilot project is funded through the National Imperative for Industrial Skills initiative which was launched in 2020 by the Industrial Base Analysis and Sustainment Program Office (IBAS) in the Office of the Undersecretary of Defense for Acquisition and Sustainment.

The CMA is a 51,250-square-foot facility that is a \$28.8 million investment; the AM CoE is just one initiative that will be housed in the CMA. "As we strive to make Virginia the best place for veterans to live, work and raise a family, I am thrilled to announce the groundbreaking of our new IALR Center for Manufacturing Advancement in Danville," said Governor Glenn Youngkin.



Senior military leaders cut the ribbon at the Navy's new Additive Manufacturing Center of Excellence (CoE). Pictured from left: Rear Adm. Jason M. Lloyd, chief engineer and deputy commander, Ship Design, Integration and Naval Engineering, Naval Sea Systems Command (NAVSEA); Rear Adm. Scott Pappano, program executive officer, Strategic Submarines (PEO SSBN); Whitney Jones, director, Submarine Industrial Base; Matt Sermon, executive director, PEO SSBN; and Vice Adm. William Galinis, commander, NAVSEA. (Photo by Team Submarine Public Affairs.)

United States Secretary of the Navy, Carlos Del Toro, and other defense leaders, legislators, and industry groups addressed the challenges and opportunities for building a labor pool that supports emerging technologies for supplying the nation's shipbuilding industry.

During live, virtual remarks, Secretary of the Navy Carlos Del Toro addressed the imperative for programs like ATDM. "To strengthen our maritime dominance, we have to field and maintain the right capabilities to deter adversaries and, when called upon, to win wars," Del Toro said. "Graduates of the ATDM Program will enter the workforce with the specific skills and nationally recognized certifications we need now, with true, hands-on experience through facilities like the new Additive Manufacturing Center of Excellence."

"The ATDM program is a critical component to ensuring that we're able to deliver the combat capability to the fleet during this era of strategic competition with China and Russia. Unlike many of our adversaries, the U.S. puts a premium on our skilled trades," said Vice Adm. William Galinis, commander, Naval Sea Systems Command. "Seeing the early success of the ATDM program gives me confidence in this initiative and the great work that our graduates will do for our nation...I look forward to watching this program grow... Industry partners like Newport News Shipbuilding, Electric Boat, the public sector, Norfolk Naval Shipyard, and Mid-Atlantic Regional Maintenance Center are among just a few that are making valuable contributions to this program and really make it a viable option for individuals looking to bolster their skill sets

The Honorable Glenn Youngkin, governor, Commonwealth of Virginia, provides a welcome address on October 5, 2022, at the Second Annual Accelerated Training in Defense Manufacturing (ATDM) Summit, held at the Institute for Advanced Learning and Research in Danville, Va. (Photo by NAMTS Public Affairs.)





Navy Cuts the Ribbon for New Additive Manufacturing Center of Excellence During 2nd Annual ATDM Summit



and contributing to a cause greater than themselves,” he added.

“The creation of the AM CoE marks the first major partnership for the CMA, and demonstrates the Navy’s commitment to investing in – and delivering – the skilled workforce necessary to strengthen and expand the Navy’s industrial base to achieve the Nation’s strategic defense objectives,” said

Matthew Sermon, the Executive Director of Program Executive Office, Strategic Submarines (PEO SSBN).

“Building and sustaining the Navy’s defense industrial base workforce, and smartly but aggressively pushing the bounds of advanced technology adoption, has become a national security imperative and is part of the whole-of-government/whole-of-industry approach,” Sermon continued. “This facility, and the partnerships it is built upon, will pave a path for sustainable and scalable additive manufacturing production capability in the submarine industrial base, and across the Navy-industry community.”

PEO SSBN’s Rear Adm. Scott Pappano cut the ceremonial ribbon, and also announced plans for key investments into dedicated infrastructure, capability, and capacity designed to scale the current ATDM program through a Regional Training Center, which will sit adjacent to the AM CoE and will have the capacity to train approximately 1,000 defense manufacturing workforce members each year.

“ATDM serves as a national model for how we meet the demand for industrial base workforce over the coming years,” Pappano said. “As we look to our greatest threats and risk, we must make bold moves...that’s exactly what we are doing here in Danville. The events we celebrate today – centered on workforce, technology, and the space where those two priorities must meet – are game changing for our enterprise.”

ATDM is a fast-track, intensive, and targeted program for training workers to defense industrial base skill gaps rapidly and at scale. Several Navy Sailors stationed at various Regional Maintenance Centers have successfully completed the CNC and welding courses in previous cohorts, with more Navy personnel slated to enroll in January 2023. In addition to CNC and Welding, they will also be able to enroll in Additive Manufacturing.

All three disciplines are highly valued by the fleet and having civilians and Sailors proficient in these fields means they are able to pass along their knowledge to fellow shipmates. With



During a tour of the Additive Manufacturing lab, Vice Adm. William Galinis, commander, Naval Sea Systems Command, took time to meet summit attendees and students, learning where they were from and what brought them to the campus. (Photo by Rick Smith.)

the evolution of technology and the need to have 3D printers aboard ships in recent years, the fleet is certainly changing with the times.

Among the first who have been sent to Danville by the Navy are Adam Ringo, civilian inside machinist, and Machinery Repairman Second Class John Suarez, both of whom work at Southeast Regional Maintenance Center (SERMC) in Mayport, Fla.

“Somehow before showing up, I was under the impression that this was going to be an advanced course on CNC Programming and Machining. When I asked the instructor what program we were going to learn through, he told me that there isn’t a program and that this will be a basic introductory course, doing hand programming. Having said that, there were some basics that I did need a good reminder of and I gained a better understanding of the code used for programming as well as some forgotten GD&T [geometric dimensioning and tolerancing],” shared Ringo. “Before attending the class, I would strictly use Mastercam software to develop any program. After this class, I learned that not everything needs to be done in Mastercam and that I can create basic programs right at the machine making some tasks quicker and simpler... You need to go there with an open mind. You may know a lot, but not everything. It is a learning environment, not a place to show off how much you know. There is always something to learn,” Ringo added. While enrolled at the ATDM, he was able to earn his Level 1 Certification for CNC Mill/Lathe Operator, awarded by the National Institute for Metalworking Skills (NIMS).

Ringo and Suarez were a part of the second CNC cohort and were enrolled from November 2021-March 2022; they continue to work together at SERMC. “Through my knowledge and understanding of CNC code, I am now able to give adequate training to Sailors who are willing to learn,” said MR2 John Suarez. “I was entirely open to the experience and appreciated every moment of it. The class made me a better CNC machinist by helping me understand and decipher a program, which in turn gives me the ability to find errors and make adjust-



L-R: Justin Scarce, industry engagement and outreach coordinator; Karen Hardy, ATDM assistant director for industry engagement & outreach; Malik Shafaq, ATDM Afghan interpreter; Jerry Schrage, Sailor professional development program manager, Commander, Navy Regional Maintenance Center (C930); and Rick Smith, Afloat NAMTS inside machinist subject matter expert, discuss the opportunities available to students at the Institute for Advanced Learning and Research and Danville Community College. (Photo by NAMTS Public Affairs.)



Navy Cuts the Ribbon for New Additive Manufacturing Center of Excellence During 2nd Annual ATDM Summit



Eric Collie (center), ATDM additive manufacturing instructor, Danville Community College, tells NAMTS team members about the different polymers and metals used within the lab. (Photo by NAMTS Public Affairs.)

ments on the fly. I learned to write my own code, which saves me time from having to use software, which can sometimes take longer to complete,” he added.

With CNC and AM becoming so prevalent in the way the Navy works, job qualification requirements (JQR) are being created for each discipline. Sailors who enroll in the Navy Afloat Maintenance Training Strategy (NAMTS) Computer Numerical Control JQR have the opportunity to earn the associated Navy Enlisted Classification code. The AM JQR and NEC is expected to be delivered to the fleet in 2024. The NAMTS program has offered a NAMTS General Shipboard Welder / Brazer JQR since 2016.

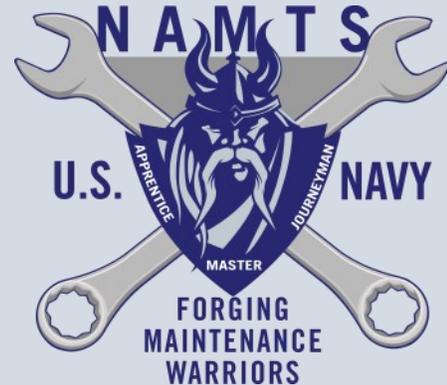
“This is an exciting time for the Navy and there is much to look forward to. While few Navy personnel have the opportunity to enroll in the coveted cohorts at the ATDM at the moment, Sailors can enroll in the NAMTS Computer Numerical Control JQR and the NAMTS General Shipboard Welder / Brazer JQR. With NAMTS and the product of the efforts that we see in Danville, we are building and maintaining an organic repair capability to support Sailor self-sufficiency at sea,” said CNRMC Director of Surface Ship Intermediate-Level Maintenance, Daniel Spagone.



The item on the left is a test print from a Haas UMC 750 that was printed at 900 watts of laser power from solid 304 stainless steel weld wire. The part on the right was previously created by welding three parts together; it is now printed as a single component. (Photo by NAMTS Public Affairs.)

UPCOMING EVENTS

Visit



at:

-Surface Navy Association's
**35th Annual
National Symposium**
January 10-12, 2023
Hyatt Regency Crystal City, VA

-Surface Navy Association's
Waterfront Conference East
May 2023
Hampton Roads, VA

-American Society of Naval Engineers'
MegaRust
June 13-15, 2023
Hampton Roads Convention Center, VA

-Surface Navy Association's
Waterfront Symposium West
August 2023
Pier 2, Naval Station San Diego, CA

-American Society of Naval Engineers'
**Fleet Maintenance &
Modernization Symposium**
September 6-8, 2023
San Diego Convention Center, CA



NAMTS Computer Numerical Control JQR Now Available



By Nate Brooks, Instructional Systems Designer and
Doug Scholl, SWRMC Regional NAMTS Coordinator



The Navy Afloat Maintenance Training Strategy program now has a NAMTS Computer Numerical Control (CNC) Machinist Job Qualification Requirement (JQR) available to provide the hands-on experience required to support this crucial skill area.

Enrollees will receive training in Computer Aided Design (CAD), CNC programming, toolpaths, cutters, operation, milling, and lathe fundamentals, and performing computer three dimensional (3D) drawings and sample projects.

Computer Numerical Control has been in use for Navy production work consistently since the early 2000's. CNC in its simplest form is a computer program file containing alphanumeric coding to communicate the operator's desired procedures to a CNC machine which can be either a milling center or a turning center. Technologies such as electronics and computers have provided machine tool designer methods and processes that can permit a computer-controlled machine tool to exceed the capabilities of the most experienced machinist. Advances in technology now allow for the processing of materials efficiently, which is the primary reason to utilize CNC. This efficiency results in a higher number of production parts and a greater return on investment.

The most significant advantage in CNC machining comes from the precise and rapid positioning movements. The actions performed by the machine will not stop at the end of a cut and the program coded in the controller immediately plans for the next cut or operation. The output of the machine provides



Machinery Repairman 1st Class Byron Hernandez assigned to Mid-Atlantic Regional Maintenance Center's Inside Machine Shop manufactures a stainless steel stanchion foot using a Haas Computer Numerical Control (CNC) Lathe. The CNC controller is the heart of any CNC machine and acts as the human interface between the machine and the user. While the CNC is in operation, the controller commands all movements and functions of the machine and is also used to monitor active codes, speeds and feeds of current program. (U.S. Navy photo by GSM3 Christopher Shearin/Released).

an uninterrupted, error-free operation from start to finish.

CNC machines utilize a G-code program which tells automated servers in the machine to control the cutting speed, feed, and movements to perform the actions required for the component machined. This code can be generated manually or by Computer Aided Design (CAD) / Computer Aided Manufacturing (CAM) software. The CAD / CAM software allows the programmer to design the elements required by the technical specifications. Upon completion of the design, the programmer/designer can edit and proof the drawing by analyzing the geometry and calculating the required toolpaths that are necessary. The software also provides simulation of the machining sequence to ensure all toolpaths and functions are correct and it minimizes errors. This also results in reduced component machining time. Each program instruction can be saved and transferred from one CNC machine to another for future use.

The first three Sailors to enroll in the newly available JQR are from Southwest Regional Maintenance Center. Among them, is MR2 (SW/AW) Kyle Byrd, who said, "The JQR and pre-test showed that we will be building CAD files, uploading them, performing tool set-ups and CNC operations. I'm glad for this opportunity as the 'C' School is no longer available. It's going to make me a better machinist; we can expand our MR capabilities again. I'm looking forward to learning the programming side as so many technicians are just operators."

For more information, contact your shore or afloat NAMTS coordinator.



Welding Supervisor Donovan Harris shows how to use the control panel for the newly acquired Computer Numerical Controlled (CNC) Submerged Arc Welder (SAW) at Norfolk Naval Shipyard on July 12, 2021. (Photo by Aldo Anderson.)



SERMC NAMTS Sailors Utilize CNC Machinery



By Rick Smith, Afloat NAMTS Inside Machine SME



Machinery Repairmen stationed at Southeast Regional Maintenance Center (SERMC) Code 941 Inside Machine Shop are growing accustomed to manufacturing marine components while

using a Computer Numerical Control (CNC) machine. There are many types of CNC machines built for different machining and industrial applications. These machines are composed of a computerized manufacturing process in which pre-programmed software and codes control the movement of production equipment. CNC machining controls a range of complex machinery, such as grinders, lathes, and milling machines, all of which are used to cut, shape, and create different parts and prototypes. When a CNC system is activated, the desired cuts are programmed into the software and dictated to corresponding tools and machinery, which carry out the dimensional tasks as specified.

Stationed at SERMC, Machinery Repairman Second Class (SW) John Suarez, returned from CNC Machining school in Danville, Va., where he was enrolled in the Accelerated Training in Defense Manufacturing (ATDM) program. He received formal training in CNC operation and maintenance procedures. "When it comes to programming, the code generator within the system will often assume mechanisms are flawless, despite the possibility of errors, which is greater whenever a CNC machine is directed to cut in more than one direction simultaneously. The placement of a tool in a CNC system is outlined by a series of inputs known as the part program," stated Suarez.

Program coding for CNC machines is typically written and edited by Machinery Repairmen, who in-turn load the information into the CNC machine computers, resulting in an electronic blueprint retained in the computer's memory. The end result is a CNC system that offers far more expansive computational capacity. Best of all, CNC systems are by no means static since newer prompts can be added to pre-existing programs through revised code. CNC machining makes it possible to pre-program the speed and position of machine tool functions and run them via software in repetitive,



MR2(SW) John Suarez programs thread diameter requirements into a CNC Lathe for manufacturing a deck bolt at Southeast Regional Maintenance Center, Inside Machine Shop Code 941. (Photo by Rick Smith.)



NAMTS Sailor, MR2(SW) John Suarez, positions the CNC Lathe cutting tool into home position before activation of the CNC machining process of a deck plug at Southeast Regional Maintenance Center (SERMC) Code 941, Inside Machine Shop. (Photo by Rick Smith.)

predictable cycles, all with little involvement from human operators. In the CNC machining process, a two-dimensional or 3-dimensional computer aided design (CAD) drawing is conceived, which is then translated to computer code for the CNC system to execute. After the program is inputted, the operator gives it a trial run to ensure no mistakes are present in the coding.

Machinery Repairmen at SERMC are learning that with CNC lathe machines, pieces are cut in a circular direction with indexable tools. With CNC technology, the cuts employed by lathes are conducted with precision and high velocity. CNC lathes are used to produce complex designs that wouldn't be possible on manually run versions of the machine.

The NAMTS Inside Machine Job Qualification Requirements (JQR) and the NAMTS Computer Numerical Control JQRs are illustrating that CNC machinery can produce an almost limitless variety of parts quickly and accurately. For example, when complicated cuts need to be made at various levels and angles on a work piece, it can all happen within minutes on a CNC machine. As long as the machine is programmed with the right code, the machine functions will carry out the steps as dictated by the software and a product of detail and technological value should emerge when the process has finished.

The future of CNC machining is endless; today's Machinery Repairmen will capitalize on this technology through the completion of a combination of NAMTS Inside Machine and/or NAMTS Computer Numerical Control JQR accomplishment, mentorship, and continued use of all available CNC equipment.



2021 Sailors of the Year in the Spotlight



By NAMTS Public Affairs

U.S. Navy Sailors come from all walks of life and their career paths are just as varied. Some don the uniform because service to our country is a family legacy and for others, the allure of opportunity intrigues them. Regardless of where they come from or why, all have the same mission and creed.

The Sailors you are about to meet were selected as their command's 2021 Sailor of the Year this past Spring. Through their hard work, enthusiasm, and perseverance, they embody leadership and dedication to their crafts. They also have a deep appreciation for the NAMTS program and the knowledge and opportunities it has afforded them.



MM1 (SW/AW/IW) Alex Litovtchenko,

*Puget Sound Naval Shipyard (PSNS) &
Intermediate Maintenance Facility (IMF)
Detachment Everett
2021 Sailor of the Year*

6 NAMTS Navy Enlisted Classification Codes in:

- Hydraulics Repair Technician
- Pump Repair Technician
- Valve Repair Technician
- Outside Machinist
- Heat Exchanger Repair Technician
- Hydraulics Repair Technician

Originally from St. Petersburg, Russia, MM1 (SW/AW/IW) Alex Litovtchenko enlisted in the Navy in December 2005. He currently serves as the PSNS & IMF Detachment Everett, where he was in charge of the Pump Repair Shop before becoming the Ship Superintendent for USS Sampson (DDG 102). He has earned six Navy Afloat Maintenance Training Strategy (NAMTS) Navy Enlisted Classifications (NEC).

"My motivation for earning multiple NECs is the ability to perform multiple fields of MM [Machinist's Mate]-related professional tasks with expertise and technical accuracy. This is especially important in a supervisory role, where multiple job related skills are expected at a rapid pace," said Litovtchenko.

"The NAMTS program has taught me that despite all my efforts and skills, overall I still have a lot to learn and it is imperative to never assume, but to confirm, that the proper technical specification for equipment are met and how to keep the parameters in check using on site documentation, tools and materials. In other words, being versed with NAMTS makes one a more humble and capable technical expert who exercises proper judgment and procedural compliance. If I could give a young Sailor advice, it would be to never stop growing or learning. No one knows it all, and you can only gain maximum experience through hands-on trial and error. Failure and misery should be celebrated, as they are opportunities for valuable lessons. No matter how comfortable you get, always seeks a stimulus that involves accomplishment through hardships – there's no better way to build character. To rest is to rust," he added.



GSM1 (SW/AW) Keith Daye,

*Pearl Harbor Naval Shipyard &
Intermediate Maintenance Facility
2021 Sailor of the Year*

3 NAMTS Navy Enlisted Classification Codes in:

- Gas Turbine Repair Technician
- Heat Exchanger Repair Technician
- Valve Repair Technician

Originally from Charlotte, N.C., GSM1 (SW/AW) Keith M. Daye joined the Navy immediately after high school in pursuit of a career. Always looking ahead, he chose the rate of GSM (Gas Turbine System Technicians - Mechanical) with post-service opportunities in mind. "My motivation for earning multiple NECs is the knowledge; I feel like NAMTS has expanded my engineering expertise," said GSM1 Daye. "I've really enjoyed the opportunity to visit other countries while on deployment that the Navy has afforded me. As my career has progressed, managing personnel can be a challenge, but I still really enjoy working hands-on with the engines. If I could give a young Sailor advice, it would be to work hard; it will pay off," he added.



IC1(SW/AW) David Fowler

*Southeast Regional Maintenance
Center 2021 Sailor of the Year*

NAMTS Navy Enlisted Classification Code in:

- Interior Communications
Repair Technician

From Corpus Christi, Texas, IC1 (SW/AW) David Fowler joined the Navy to expand his horizons beyond home. He currently serves as a Southeast Regional Maintenance Center Technical Representative with expertise in the field of Interior Communications. He chose the IC rate because of its schooling period. "What I enjoy most about my work is helping others with their equipment and passing knowledge down to junior Sailors," said Fowler. "The NAMTS program is great and I think it should be required for every ship. I wish someone had told me when I was younger to get a degree as soon as possible and to only do USMAP (United Services Military Apprenticeship Program) courses that offer a license," he added.

Three different Sailors from various places and working in distinct rates, yet their willingness to learn and to share their knowledge is one and the same.



TYCOM's Corrosion Control Program Management Initiative



By Andy "Rusty" Vasquez, Corrosion Control Program Manager

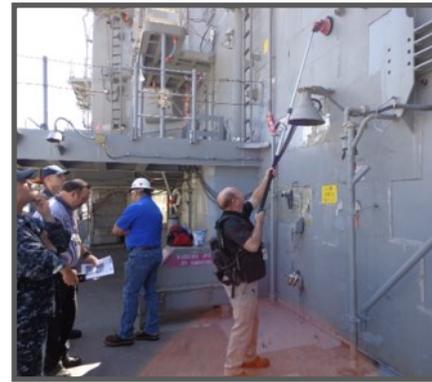
Corrosion Control Program Manager (CCPM) is a Type Commander (TYCOM) directed program in which all ships are required to have a designated E-7 or above CCPM to be the residential subject matter expert (SME) in the area of Corrosion Control. The job of the CCPM is to assist the ship's Material Maintenance Management (3-M) coordinator in screening corrosion related jobs into the ship's maintenance availabilities. The CCPM also provides training and direction to other departments in the area of Corrosion Control. This is a one day course that is taught by the TYCOM corrosion control manager who also is supported by Commander, Navy Regional Maintenance Center (CNRMCC), Surface Maintenance Engineering Planning Program (SURFMEPP), Naval Surface Warfare Center (NSWC), and Corrosion Control Assistance Teams (CCAT) with both classroom and hands-on physical use of hand tools and new technology for both East and West Coast Ships. The classes are scheduled by a TYCOM representative once a quarter and they are conducted in conjunction with two of the American Society of Naval Engineers' (ASNE) annual events, Fleet Maintenance Modernization Symposium (FMMS) and MegaRust, for shipboard personnel.

The class is designed to cover the basic information of shipboard construction, the many different metals that are used onboard the ships, and their reactive effects when improperly combined. In addition to the saltwater environment and how it impacts the longevity of the materials, the class very clearly describes the proper procedures and tools used to prepare surfaces and how to apply proper protective coatings to reduce the corrosive environment ships are exposed to while in port and underway.

The additional inputs from the other supporting activities (CNRMCC, SURFMEPP, CCAT, and NSWC) cover the new technologies and resources that are available to the ships, enabling them to increase their material condition while utilizing advanced materials and tools to reduce the effects of shipboard corrosion.



Sailors go through the hands-on portion of the Corrosion Control Program Manager class at Naval Station San Diego in 2020. (Photo by Andy "Rusty" Vasquez.)



Corrosion Control Assistance Team (CCAT) member, Ray Vickers (in black), and Corrosion Control Program Engineer for Commander, Naval Surface Forces Atlantic (Type Commander), Jason Dipietro (in blue), demonstrate the Motoscrubber aboard USS Porter. (Photo by Andy "Rusty" Vasquez.)

As part of the program, students learn the proper procedures for conducting inspections, determining the proper coating thickness, and the proper materials used on combating corrosion.

In addition to the CCPM class, the Navy Afloat Maintenance Training Strategy (NAMTS) program has developed the Corrosion Control Program Technician (CCPT) Job Qualification Requirements (JQR) to further increase the knowledge of the Sailors stationed at the Regional Maintenance Centers (RMC). Enrolling in and completing the course will increase their knowledge base, enable them to go into much greater detail of shipboard corrosion, assessments and inspections, and identify and document areas of concern. This will aid in properly planning shipboard repair availabilities and documenting shipboard deficiencies that can reduce the longevity of our fleet's ships. The NAMTS JQR addresses standard safety items and critical shipboard inspections and assessments that will enhance the value RMC Sailors will bring to ships when they return to sea.



Paul Newell, far left, discusses the receipt inspections that are required to be performed on fixtures that are delivered to Southwest Regional Maintenance Center (SWRMC). Eric Dang (in blue) demonstrates the tests. BM2(SW) Rachel Johnson, EMC(SW) Kentrell Wells, MM1(SW/AW) Sean Collins and MM1(SW) Richard Montgomery observe. (Photo by Doug Scholl.)



SWRMC Corrosion Control Program Technicians Bust Rust



By Doug Scholl, Regional NAMTS Coordinator



Rust is an adversary that our Navy fights every day. The Navy Afloat Maintenance Training Strategy (NAMTS) program is arming Sailors with the knowledge and resources to combat rust as quickly and

efficiently as possible.

“\$1.8 Billion dollars, with a capital B,” said Commander, Navy Regional Maintenance Center (CNRMC) Director of Surface Ship Intermediate-Level Maintenance, Daniel Spagone, as he kicked off the Code 900 face to face meeting in San Diego, Calif., in February 2020. The figure he explicitly called out is that of how much the U.S. Navy spends on corrosion control each year, repairing degraded metal, removing failing coatings and restoring ships. Unfortunately, that figure continues to remain high.

The NAMTS Corrosion Control Program Technician Job Qualification Requirements (JQR) was developed to lead the training to get critical information into the hands of Sailors so they could identify corrosion conditions at the start of degradation and spearhead proper repairs early, preventing major removal and potential loss of stability and integrity around shipboard equipment.

Southwest Regional Maintenance Center (SWRMC) was involved with curriculum developers, providing feedback during the drafting of the JQR. SWRMC leveraged RMC experts Corrosion Control Product Family Manager, Larry Kennedy Jr.; Product Line Supervisor Corrosion Control Code 912, Paul Newman; and Naval Architects Code 240, Brandy Lane, in tailoring the JQR concerning what procedures were in place for performing assessments and production repair capabilities. SWRMC immediately implemented the CCPT JQR upon approval and to date, has graduated eleven Sailors who have earned NEC 860A. Currently SWRMC has 20 active Sailors enrolled in the JQR who recognize the importance and necessity of the continuous fight against corrosion not only for their own spaces, but in assisting shipboard Corrosion Control Program Managers aboard ships. Sailors enrolled in the CCPT JQR are volunteering to enroll and are working on earning an additional

NEC as time allows during their SWRMC tour.

Sailors spend time with Code 912 subject matter experts, performing receipt



Liz Curiel demonstrates how to use an ultrasonic tester. (Photo by Doug Scholl.)



A corroded watertight door is kept in the shop as a sample of severe degradation. (Photo by Doug Scholl.)

inspections and assessments, identifying thinned or degraded metals, planning repairs or identifying fittings that meet the criteria for removal from service and that require complete replacement. They then follow various fittings through surface preparation, preservation and final coat testing. Paul Newell and Omar Marquez share their knowledge of the overall process while subject matter experts Eric Dang and Elizabeth “Liz” Curiel assist the Sailors in performing tasks throughout the shop.

The watertight fitting seen above is truly the extreme in terms of degradation, but such fittings do exist. The shop has kept this door on hand as a training aide for the Sailors to have a realistic expectation of what they could potentially see when performing assessments. Prior to being removed from service, this door transited the Pacific Ocean and Far East operating area aboard a forward deployed unit, where it was identified to be removed and replaced once the ship rotated stateside.

CCPT JQR Skill Area Coordinator (SAC) BMC Grantham, and Leading Work Center Supervisor BM2 Laquan Deen, have teamed up with SWRMC Code 211 Assessments, and Code 240 Naval Architects, to schedule and coordinate enrolled Sailors performing side-by-side shipboard surveys; they perform level one and level two inspections during their operational cycles prior to entering repair periods. This provides Sailors with the knowledge to identify issues, make recommendations, and learn to receive, repair, preserve, and delivery items back to the ships. These tasks encompass the entire corrosion control spectrum.

Sailors who have completed the course thus far have had positive experiences and several were on hand at the latest West Coast Surface Navy Symposium in August, speaking with senior Navy leaders about the NAMTS program and the Corrosion Control Program Technician JQR.



Liz Curiel measures final paint thickness using a handheld ultrasonic tester. (Photo by Doug Scholl.)



Corrosion Control Demonstrations Deliver Results



By NAMTS Public Affairs

If you are familiar with a needle gun, you know how labor and time intensive its use can be. As technology has improved, so has communication between the Navy and industry. Through events such as the American Society of Naval Engineers' MegaRust, an annual symposium dedicated to Navy corrosion issues, government and commercial entities have been able to establish mutually beneficial partnerships.

Ship 2 Shore, Inc., (S2S) is one commercial entity that has recently been invited aboard several ships in the Norfolk, Va. area, where they have been helping Sailors quickly and efficiently mitigate rust.

On Oct. 20, Commander, Naval Surface Force Atlantic's (SURFLANT) Assistant Chief of Staff, Capt. David Fowler, attended a demonstration that he requested aboard USS New York (LPD 21). Wearing a pair of vinyl gloves, he wrapped Sailor Putty on a King post pipe. Sailor Putty is infused with S2S's Corrosion Preventative Compound (CPC) 500, a patented and Military Performance (MIL-PRF) 16173E product that is a long lasting, high performing rust inhibitor.

"If I can do this, any Sailor in the United States Navy can do this. No one can ever say that this is not easy. Look at that! How easy is that? That is incredible," said Fowler as he participated in a hands-on task after a short demonstration. "As leaders, part of our job is to ensure that our Sailors have the right equipment and resources to do their jobs. With these tools, we can help them combat corrosion quickly and efficiently; best of all, because our Sailors can do the work, there's a sense of pride and ownership in that," he added.

In their most recent string of visits starting in late November



Top: Erik Bergvinson demonstrates the use of Sailor Putty aboard USS Gravely (DDG 107). Left: A Gravely Sailor tries his hand at applying Sailor Putty. (Photos by Andy "Rusty" Vasquez.)

and into early December, S2S was aboard eight ships at Naval Station Norfolk, conducting demonstrations for their U.S. Naval Assets Topside Preservation Program. Demonstrations were tailored to each ship's preservation and corrosion control needs and Sailors were instructed on how and when to apply S2S to various systems and structures as part of their Planned Maintenance System (PMS) and how to correctly document the work being done.

"When we first open our kits when we get onboard, the Sailors are curious. As we put the gloves on and get ready to work, they come closer and really lean in to see what we're doing. We grab a roll of Sailors Putty and wrap a kickpipe or something really simple. You see it in their eyes as they become truly interested as you explain the technology of how it works and how we're mitigating corrosion and going to the source. We try to teach them quickly to cover that metal, eliminate all that staining, wrap the source, and paint over it then you won't have to come back to it. We take small groups and work with them and before you know it, an hour has gone by pretty quickly. Two hours after demo completion, they're still working, which is a fantastic sign," said Erik Bergvinson, chief executive officer of Ship 2 Shore, Inc.

The Type Commander Corrosion Control Program Manager initiative along with the NAMTS Corrosion Control Program Technician Job Qualification Requirements and tools such as the U.S. Naval Assets Topside Preservation Program all work in concert to mitigate rust and help improve our fleet's operational readiness.



Capt. David Fowler, SURFLANT's assistant chief of staff for readiness and assessments, wraps a pipe with Ship 2 Shore Sailor Putty aboard USS New York (LPD 21) on Oct. 20, 2022. (Photo by Mark Wilson.)



Assault Craft Unit Two sent Sailors to participate in a corrosion control demonstration aboard USS Wisconsin (BB 64) in Norfolk, Va. After successful completion of application training for PLID Wrap Corrosion Preventative Compound (CPC) 500 anti-corrosion tape and Medmix dispenser, two of Ship 2 Shore's products included in their U.S. naval assets topside preservation program, they were awarded with completion certificates and designated as official approved applicators. L-R: BM3 Zuniga, Erik Bergvinson, EMFN Torres, Andy "Rusty" Vasquez, and SN Watts. (Courtesy photo from Ship 2 Shore Inc.)



Put a Pin in It!



Article and Photos by Darrell Monroe, Afloat NAMTS Inside Machine SME



What do fleet maintainers mean when we talk about the word “shear”? We are most likely talking about “shear stress”, which is when forces from opposite directions work to separate metal.

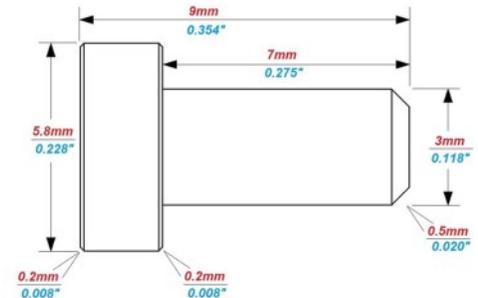
Shearing points are built into most machinery as fail-safe features that stop a machine from destroying itself in the event that an operator loses control or over-estimates a machine’s capabilities. On metal-working lathes, there are two rods that run along the front face of lathe bedways. These are the feed rod and lead screw. The feed rod transmits power from the headstock, through the quick change gear box, to the carriage, which drives the tooling for auto-feed operations. Many lathes have an adjustable clutch mechanism on the feed rod that protects the carriage apron’s feed system from overload. This clutch and apron stop system is designed to stop the longitudinal carriage movement at optional locations when the feed rod is engaged.



The lead screw synchronizes linear tool movement with the rotation of the lathe’s spindle, which allows a traceable and repeatable pattern. As the single point cutting tool moves down the length of the rotating material, it creates threads. Machinists know this as single point threading. Since the machining process of single-point threading carries a great risk of failure and detriment to a lathe, a shear pin is built into the lead screw. This safety feature is critical in the event the cutting pressure is too high for the internal mechanisms or if the lathe carriage runs into something that causes a sudden stop. At this point the shear pin will shear, stopping the pressure from transferring back to the quick change gear box and headstock. Unlike the feed rod clutch system, once the lead screw

Command: _____
South Bend Lathe
Serial No.: _____

Shear Pin Material: S45C / SAE 1045 medium carbon



Metric and Imperial (American Standard) measurements

A detailed drawing of a South Bend EVS 14 x 40 lathe shear pin.

pin shears, the threading operations cease until the pin is replaced. It is then up to the Machinery Repairman (MR) to replace this shear pin so they can reestablish their threading capability.

MR2 Yingli Cao checked onboard USS John Finn (DDG 113) to find this exact problem. The shop she inherited included a South Bend EVS 14” x 40” lathe with the lead screw non-operational. She reached out to NAMTS Inside Machine Subject Matter Expert (SME) Darrell Monroe for some technical advice. Together, Monroe and MR2 Cao assessed the condition of the lathe where they found several issues and corrected them. The inoperability of the lead screw was due to a sheared pin. The technical manual of the lathe provides a detailed



MR2 Yingli Cao uses the lathe aboard USS John Finn (DDG 113) to manufacture a shear pin to fix a lathe.

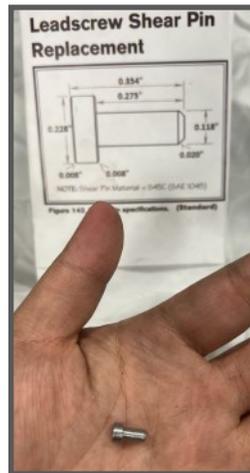


Put a Pin in It!



Left: The old, sheared pin.

Right: the newly manufactured pin.



drawing of the shear pin laid out in metric measurements. Oddly enough, Monroe carries a copy of the drawing of this pin with both metric and Imperial (American standard) measurements in his notebook.

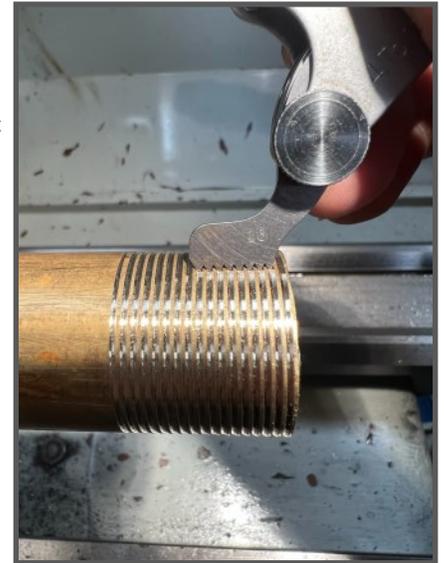
MR2 Cao manufactured a new shear pin as per the drawing and replaced it in the machine with ease. The lathe was tested by lightly running a tool across a piece of bar stock to verify that the machine lead screw produced the correct number of threads. Repair complete!

Shearing examples similar to the South Bend lathe within



MR2 Yingli Cao uses an outside micrometer to measure her work and compare it against the drawing.

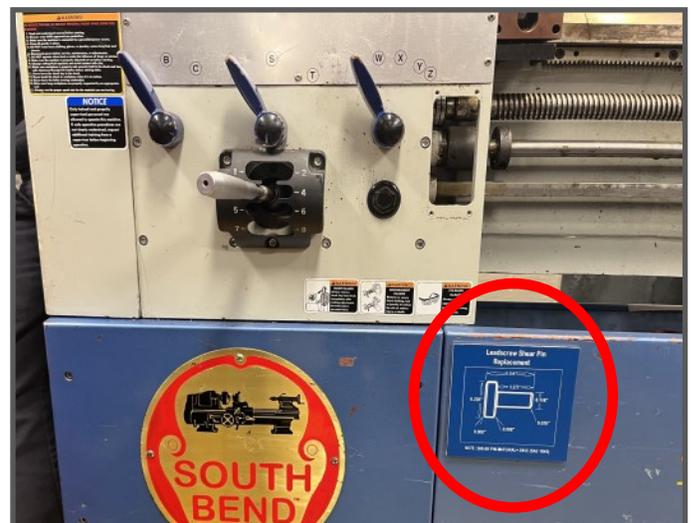
Industrial Plant Equipment (IPE) is about as common as getting a flat tire on a vehicle. It does not happen every day but does happen often enough that operators should be ready. And much like a flat tire, it usually seems to happen at the most inconvenient time. Monroe recommends that all MRs identify where their machinery shear points are and what it takes to fix them. After all, most people do not drive around without a spare tire.



A test is run on the lathe to ensure that it is cutting threads to the number set on the quick change gear box.

One good idea for the South Bend EVS lathe shear pin repair came from USS Shoup's MR3 Brandon "Rod" Rodriguez. He put the shear pin drawing in a sealed bag and taped it inside the compartment where the shear pin is located so that the information is always ready when needed. Monroe thought this was sheer genius! MR2 Cao took MR3 Rodriguez's suggestion a step further and engraved the shear pin drawing onto plastic then affixed it to the bed of the lathe. These extra steps save time and frustration.

To all Machinery Repairmen: What do you do to be mission ready? What tips, tricks do you use that could benefit your fellow MRs? Please email your helpful time-saving practices and other helpful tips to darrell.g.monroe.ctr@us.navy.mil.



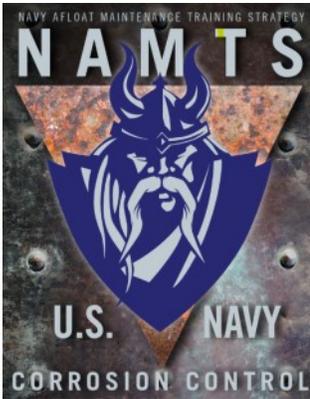
MR2 Yingli Cao created a drawing on the engraving machine, produced it and placed it on the lathe's bed, right below the opening where the shear pin is located.



Rusty's Corner



By Andy "Rusty" Vasquez, Corrosion Control Program Manager



The American Society of Naval Engineers' 2022 Fleet Maintenance and Modernization Symposium held in Virginia Beach, Va., was the perfect opportunity to debut new technology that benefits the fleet to both industry and the Navy. A demonstration of a wire rope cleaning and lubricating device called "VIPER" was held at Assault Craft Unit Two (ACU 2) aboard Landing Craft Unit (LCU) 1654. Commanded by seasoned Navy Craftmaster, Boatswain's Mate Chief Cory Elsworth, LCU 1654 was preparing for deployment.

As such, BMC Elsworth had to perform Planned Maintenance System (PMS) checks to ensure his craft is in peak condition. Among those checks is to ensure that the Stern Anchor System is in perfect operational condition and that its nine-hundred foot cable is properly maintained. The anchor system is used to assist in the extraction of the craft after a beach operation and is subjected to complete submersion in saltwater and exposure to sand and all sorts of debris; proper lubrication increases the cable's longevity.

The process of greasing nine hundred feet of cable is an arduous one that requires up to six Sailors split up into teams. Sailors are required to draw out the cable and set up a cleaning and lubrication station, remove the old grease, and apply fresh grease and reel the wire rope back in. The labor-intensive, messy task typically takes the team of Sailors anywhere from four to five hours to complete.

ACU 2 utilized new technology by way of a device from Ship2Shore, Inc. The aforementioned VIPER is a device that is clamped onto the extended cable and held in position by securing straps while the cable is retracted back into the craft. It removes the old grease and debris from the cable then penetrates the cleaned cable with Military Standards (MIL-STD) approved lubricant.



The VIPER system removes debris while it injects new lubricant all in one motion, eliminating Sailors exposure to HAZMAT. (Photo by Andy "Rusty" Vasquez.)



U.S. Marines assigned to 22nd Marine Expeditionary Unit (22nd MEU) Special Operations Capable (SOC) depart the amphibious assault ship USS Wasp (LHD 1) in LCU 1654 in support of their mission in the 5th Fleet Area of Responsibility (AOR). Arabian Gulf, 27 March 2004. (Photo by Robert Hurst, <http://www.navsourc.org/archives/10/18/181654.htm>)

The lubricant seeps into the cable core to ensure the cable is properly preserved. Prior to VIPER, lubricant was placed on the exterior of the cable, attracting dirt and debris, making a mess inside the craft.

Using VIPER, the time to complete the task was drastically reduced to approximately fifty minutes. Additionally, no Sailors had to manually remove old grease or apply new grease as the VIPER was able to perform these tasks. In addition, no Sailors had to be exposed to the hazardous material (HAZMAT) as the old grease was captured at a collection point and was disposed of properly. The demonstration was provided by Ship2Shore, Inc. and assisted by Commander, Navy Regional Maintenance Center's Scott Buchanan, and Navy Afloat Maintenance Training Strategy's Corrosion Control Manager, Andy "Rusty" Vasquez. Special thanks to the crew of the LCU 1654 and ACU 2's Executive Officer, CDR John Hoy, and ACU 2's Operations Officer, LT Colin Lynch, for their support.

This new technology is among the items that ship's force can use as part of the Corrosion Control Maintenance Assist Teams to increase their effectiveness in preventing corrosion; it will also be a part of the Type Commander's Corrosion Control Program Management training. When available, VIPER will be utilized as part of the NAMTS Corrosion Control Program Technician Job Qualification Requirements for topside maintenance on boat davits, cranes, elevators, and anchor systems.



Left: Cable before.

Below: Cable after cleaning and lubrication using VIPER.

(Photos by Andy "Rusty" Vasquez.)





CNRMC's Industrial Plant Equipment Team Selected to Participate in REPTX 2022



By Albert "AL" Johnson, NAMTS Industrial Plant Equipment Lead



Commander, Navy Regional Maintenance Center's (CNRMC) Industrial Plant Equipment (IPE) team recently participated in the inaugural Repair Technology Exercise (REPTX) 2022, at Naval Base Ventura County in Port Hueneme, Calif. REPTX 2022 was a unique event designed for government, academia, and industry partici-

pants to demonstrate and evaluate the viability and efficacy of products and services that expand the Navy's ability to perform expeditionary maintenance operations.

Naval Sea Systems Command's (NAVSEA) Naval Systems Engineering and Logistics Directorate Technology Office (NAVSEA 05T) sponsored REPTX 2022 and selected 65 technologies to participate. The event set the stage for industrial maintenance solutions to be demonstrated while simultaneously providing Sailors with essential training and familiarization with technologies that may help fix ship systems that are damaged in battle.

The IPE team provided REPTX participants with hands-on operational and logistic support including the set-up and use of Integrated Solutions for Systems, Inc.'s (IS4S) Expeditionary Maintenance And Repair Container (EMARC) I, II, and III. EMARC is a resource used to provide an expeditionary capability that can be rapidly configured for any maintenance evolution, transported via commercial or military means, and operated with or without on-site power and communications. The containers are the ideal shipping container as their dimensions are regulated by the International Standards Organization (ISO). These regulations allow ISO containers to use space as efficiently as possible regardless of the method of transport. They can be operated in almost any urban or rural environment while attached to a stationary heavy truck or while underway on a ship. Demonstrations were used to support exercise sessions from August 22 to September 2, 2022.

REPTX 2022 combined technical demonstrations, field experi-



From left: Machinists Mate 1st Class David Wayne and Senior Chief Brandon Haschke, reservists with the Navy's Surge Maintenance Program, join Lt. Cmdr. Benjamin Carroll with the Navy's Mobile Diving and Salvage Unit 2 and Bob Henderson, vice president of integration with Integrated Solutions for Systems (IS4S), in unpacking IS4S's Expeditionary Maintenance and Repair Container 2 (E-MARC2), and inflatable "shop in a box," during the Repair Technology Exercise known as REPTX at Naval Surface Warfare Center, Port Hueneme Division on Aug. 26. (U.S. Navy photo by Teri Carnicelli/Released.)



From left: Bob Henderson, vice president of integration with Integrated Solutions for Systems (IS4S), Machinists Mate 1st Class David Wayne, Hull Maintenance Technician 2nd Class Remedios Verduzconuñez, and John Kendrick, lead mechanical engineer with IS4S, stand at the threshold of the company's Expeditionary Maintenance and Repair Container 2 (E-MARC2) inflatable "shop in a box" during the Repair Technology Exercise (REPTX). Wayne, Verduzconuñez and other Surge Maintenance Sailors helped IS4S set up the E-MARC2, a portable paint booth with lights, air systems and filters that can accommodate military vehicles. Two inflatable tents, including the one seen here, pop out of the sides of a cargo container. Another cargo container attached at the rear houses an air-conditioned workspace and a generator. (U.S. Navy photo by Teri Carnicelli/Released)

ments, and exercises which provided an opportunity to assess technology-based solutions to solve expeditionary maintenance and battle-related support requirements. At the conclusion of the event, it was decided that CNRMC would get the EMARC III at Mid-Atlantic Regional Maintenance Center (MARMC), at Naval Station Norfolk. A welcome addition to the command, it will be used for training and exercises.

The EMARC III system consists of two 20' ISO shipping containers and is outfitted as an Expeditionary Additive Manufacturing (AM) shop with Polymer, Carbon Fiber, and Metal Printing capability in a self-powered and deployable construct.

Since their delivery, MARMC Sailors have used the EMARC III containers for fabrication and laboratory training as it has all the right tools for additive manufacturing. For Sailors enrolled in NAMTS, its an ideal environment for practicing skills related to the NAMTS Inside Machinist JQR.



A Sailor uses an EMARC plasma cutter on a training aid during REPTX Battle Damage Repair exercises. (Photo by Albert "AL" Johnson.)



NAMTS Phalanx Gun and Ammunition Handling System Repair Technicians at Work



Article and photos by Kirk Jeppson, Regional NAMTS Coordinator



Fire Controlmen assigned to Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) Detachment Everett's Gun Shop are expected to repair and refurbish the MK 15 Close in Weapons System (CIWS) gun and ammo handling system (GAHS). When coming from the fleet, they have a basic understanding of how the GAHS works. The

Intermediate level (I-level) environment takes the Sailors' fleet experience and multiplies it, so that in time they become a GAHS Subject Matter Expert (SME). The path to GAHS SME is not a short nor an easy journey. When enrolled in the NAMTS Phalanx Gun and Ammunition Handling System (PGAHS) Repair Technician job qualification requirement (JQR), each Sailor must demonstrate a high-level understanding of each component in the weapons system. This process may take motivated Sailors an entire year to reach an understanding that allows them to earn the title of SME. FC3 (SW) Bowdenwright assigned to the Gun Shop said, "What I like about NAMTS is the information I have learned will help on my next ship."

Each weapons system component is broken down to its smallest unit, allowing the technician to replace the exact part that is corroded, damaged or out of specification. The repaired unit is placed on a checking fixture and then quality tested on a standalone gun assembly (SAGA). This process saves the Navy tens of thousands of dollars per unit vice the turn-in cost of a ship utilizing the Navy supply system. The monetary savings is only one benefit to the fleet. Each Sailor who earns the NAMTS V15C NEC now becomes a fleet asset who may be called upon to diagnose and repair GAHS casualties fleet-wide. This process saves money and prevents excessive system down time to ensure the highest state of readiness.

The I-level Sailor has an invaluable skill set for the maintenance and upkeep of the weapons system. Our I-level Sailors



FC3 (SW) Christopher Bowdenwright testing recoil adapters on the shop's recoil test fixture.



FC3 (SW) Christopher Bowdenwright installing a cartridge guide on an ammunition loader.

have maintained a rotatable pool of GAHS assets to ensure the Pacific Northwest CIWS mounts are always at the peak of readiness. Weapons maintenance allows our Sailors to be called upon to provide training for the shipboard Sailor as well. I-level maintenance utilizes gun maintenance assist teams (GMAT) to provide learning opportunities for the ship's Sailors on our waterfront. This has helped to reduce the need for technical assist visits for system casualties. Since the CIWS NAMTS job qualification requirements was established, more than a dozen Sailors have earned the V15C NEC and have transitioned to the fleet. FC1 Perez (SW/AW) said, "What I like about NAMTS is it makes me dive deeper than I ever have into my equipment."



FC1 (SW/AW) Alexander Perez lockwiring remover track spacers on a CIWS gun rotor.



Norfolk Naval Shipyard's Valve Barge



By Andrew Porter, Regional NAMTS Coordinator



Norfolk Naval Shipyard (NNSY) is home to a myriad of tradesman and shops that specialize in shipboard repair essential to the upkeep of today's Navy vessels. NNSY has a rich history of providing these services and many shipyard workers have decades of experience in trades like welding, pipefitting, and valve repair. These Master Craftsman in turn pass their

wealth of knowledge and experience down to junior employees and Sailors so that future generations of Navy maintainers can continue this tradition of service and support.

The Valve Barge moored at NNSY is a perfect example of this. This mobile platform is essentially a floating machine shop capable of overhauling and testing a wide variety of Navy valves. Its mobility allows it to be moved around the shipyard where it is needed most and moored close enough to serviceable units to allow ship's company to assist in their own valve maintenance. Through the NAMTS program, these Sailors can document the training they receive from the subject matter experts assigned to the barge and earn their Navy Enlisted Classification (NEC) as a NAMTS Valve Repair Technician.

The Valve Barge itself has been in operation for over two decades and was first incorporated into the NAMTS program in May 2016. Since then, dozens of Sailors have gone through the steps to earn their NAMTS NEC in Valve Repair at NNSY. When asked what he valued most about NAMTS, the current Valve Barge Supervisor, Mr. Anacleto "JR" Buenaflor, said, "the NAMTS program is a very good tool that gives Sailors the ability to learn important valve repair skills and return to their ships to improve self-sufficiency." He went on to add that, "A lot of the ships that send us their valves have their own equipment onboard to repair or test them. The objective is to show these Sailors how to use that equipment here and send them back confident to do the work for themselves later."



A USS Dwight D. Eisenhower (CVN 69) Sailor disassembles a relief valve while on board the NNSY Valve Barge. The Valve Barge has been in operation for over 20 years and is capable of overhauling and testing a wide variety of valves used on Navy assets. (Photo by NNSY Photographer, Mrs. Shelby West.)

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

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

By adhering to these goals and taking advantage of hands-on training through production available at NNSY, the NAMTS program continues to prove its value in enhancing Navy maintenance initiatives and increasing Sailor readiness throughout the fleet.



A Sailor on the NNSY Valve Barge operates a test stand to hydro test relief valves. (Photo by NNSY Photographer, Mrs. Shelby West.)



HRMC Living up to their Command Motto



Article and photos by Philip Bowler, Regional NAMTS Coordinator



Pearl Harbor hosted the 28th biennial Rim of the Pacific (RIMPAC), the world's largest international maritime exercise in July. This included 38 surface ships and four submarines, across 21 United States partner nation ships from 14 countries. They conducted combined operations training around the Hawaiian Islands. While all of this is hap-

pening, it is easy to overlook the behind the scenes work that is performed, to ensure an operation of this magnitude is executed without incident or delay.

Nestled in the heart of Hawaii Regional Maintenance Center (HRMC), is one of those shops. The Gas Turbine Shop (38MH), a shop that is humble yet bold, was up to the challenge. Led by seasoned leadership, they perform their duties with ease. Among them includes performing jobs that entail the repair and replacement of power turbines, combustion liner change-outs and 3-16 stage blade change-outs. Inspections conducted include the turbine midframe liners and H&J inspections (the deflection of the labeled "H" and "J" joints are measured).

All of this would not have been possible without conducting consistent hands-on production work. The Gas Turbine Shop has 34 Sailors who perform intermediate and organizational-level work at Pearl Harbor. They have two Gas Turbine Mock-ups: an Allison K-17 engine and an LM2500 to improve and maintain personnel level-of-knowledge and proficiency. Their learning is based on the line items contained within the Navy Afloat Maintenance Training Strategy (NAMTS) Gas Turbine Repair Technician job qualification requirements (JQR).

"Training is like a knife; when it is dull, you are unable to cut. With continuous sharpening, cutting becomes easier. That is what we strive to achieve here within the shop, sharp and true.



These Sailors truly embrace the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility's (PHNSY) motto of 'No Ka 'Oi' (the best)," Gas Turbine Leading Chief Petty Officer Senior Chief Oliver Cabugao stated. Their work has been effective, currently

Regional Marine Gas Turbine Inspector (MGTI) Gerald Sistos is conducting the inspection of combustion liners aboard USS Daniel Inouye (DDG 118).



GSM2 Schillinger is conducting a Gas Turbine Bulletin 12 inspection on a Turbine.

they have eight Sailors qualified in the NAMTS Gas Turbine Repair Technician JQR and another 13 Sailors on the verge of being qualified. "NAMTS allows each individual to understand and contribute to the success of the mission," said GSM2 Opong, gas turbine repair team leader.

During RIMPAC, they were challenged with correcting multiple casualties and providing technical support for shipboard personnel. The most notable repair was aboard USS Michael Monsoor (DDG 1001), whose #1 Auxiliary Turbine Generator's lube oil pump was in dire need of replacement. Spanning three days, the Gas Turbine Shop was able to complete this first-time accomplishment on a MT-5 engine, allowing the ship to get underway on time to continue operations. Nine Sailors were able to receive outstanding on-the-job learning that encompassed several sections of the JQR. Their efforts enabled them to pass the NAMTS Gas Turbine Repair Technician written exam and prepare for their oral boards.

Furthermore, two Gas Turbine Bulletin (GTB) 12 & 24 in-



GSM1 Daye is conducting a ROV on #3 Gas Turbine Generator aboard USS Daniel Inouye (DDG 118).



HRMC Living up to their Command Motto

NAMTS Supports MIDPAC Symposium



Gas Turbine Repair Shop 38MH, is mating the combustor to diffuser on #2 Gas Turbine Generator aboard USS Daniel Inouye (DDG 118). (Photo by Philip Bowler.)

Inspections were conducted on two LM2500 Gas Turbine Engines aboard USS Gridley (DDG 101) during the ship's RIMPAC visit. These inspections cleared two Departure From Specifications (DFS), allowing the ship to continue operations without propulsion plant restrictions prior to their deployment.

Aboard one of the Navy's newest destroyers, USS Daniel Inouye (DDG 118), during her pre-maiden voyage, HRMC's Main Gas Turbine Inspector (MGTI), Gerald Sistoso, found deficiencies during an engine inspection. Shop 38 replaced two Rolls Royce 501-K34 Gas Turbine generator combustion liners, allowing unrestricted operations. "The knowledge that we all received while completing the NAMTS Gas Turbine Repair Technician JQR, was vital for us to complete these jobs effectively and without any mishaps or discrepancies. Becoming a subject matter expert through NAMTS, is critical to achieve mission success," said GSM1 Daye, Shop 38 NAMTS skill area coordinator (SAC).

Shop 38MH's area of responsibility not only resides in repairing, but in the aiding and training of ship's force. This was the case when they assisted in the lay-up of all seven Gas Turbine Engines in preparation for the decommissioning of USS Port Royal (CG 73).

NAMTS is a program that is crucial to our fleet's success. Sailors are conducting on-the-job-training on equipment throughout the Navy; they are repairing, maintaining, and operating equipment daily. The pride that Shop 38MH takes in the work that they perform is evident in the quality of repairs being performed within Pearl Harbor.

By NAMTS Public Affairs

Commander, Naval Surface Group (NSG) Middle Pacific's (MIDPAC) Surface Ship Self-sufficiency Symposium was held November 9-10, at Sharkey Theater on Joint Base Pearl Harbor Hickam (JBPHH). The objective of the biennial symposium is to provide shipboard leadership, crews, and operational staffs with additional tools, knowledge and resources available in the basin to empower and encourage them to take repairs into their own hands and increase the surface fleet's operational readiness. Attendees were offered critical expertise and equipment to help increase Sailors' troubleshooting and corrective maintenance capabilities and to foster proper and



L-R: NAMTS Assistant Program Manager, Charlie Lynch; Sailor Professional Development Program Manager, Commander, Navy Regional Maintenance Center (C930), Jerry Schrage; Commander, Naval Surface Group Middle Pacific, CAPT Joe Ring; Hawaii Regional NAMTS Coordinator, Phil Bowler; and NAMTS Scheduler/Coordinator Gabriela Quinones. (Photo by NAMTS Public Affairs.)

continuous engagement to enable ships to become more self-sufficient. In addition to the NAMTS program, attendees were provided briefings and information on the Regional Maintenance Center Maintenance Assist Teams (MAT), Type Commander's Corrosion Control Program Management (CCPM), Organic Repair Capability Assist (ORCA) Teams, Surface Engineering Maintenance and Training (SEMAT) Teams, Ships' Material Maintenance Management (3-M), and other programs.

"We have the smartest, toughest, most resilient, most creative Sailors that we've ever had. I'm really excited about what you're capable of; I've seen it, like MM2 Samuel on USS Hopper, and he's just one example. I know that our Americans who wear the blue jacket cloth of our nation are going to make the difference in any fight with any adversary... I want to be on this team, go there with you, see you do it and give you the tools and resources to keep your ships fighting; I know you can do it," said Commander, CNSG MIDPAC, Captain Joe Ring, as he addressed symposium attendees on November 9.

"The presentations at the self-sufficiency symposium were so informative. Even as an intel-rated Sailor, I can see the invaluable knowledge the folks at NAMTS can provide to our sea-going Sailors. I appreciate the fact that our Sailors can start the program and finish it wherever they end up, allowing them to truly take in and absorb the information to make it as impactful as they can without burning them out or taking focus from the mission. I was excited to collect some literature for my Sailors who are interested in pursuing a career in the engineering field and the presenters welcomed open discussion and answered all of my questions with enthusiasm and passion. I truly do hope as many Sailors as possible take advantage of the amazing opportunities," shared CT1 (IW/SW/AW) Angelina Bagaforo from USS Michael Murphy (DDG 112).



MARMC Develops Outside Machinists



By Andrew Porter, Regional NAMTS Coordinator



The Outside Machine Shop at Mid-Atlantic Regional Maintenance Center (MARMC) is responsible for a wide range of maintenance items critical to fleet self-sufficiency, readiness,

and logistics. The maintenance items the shop is responsible for are varied and require a great deal of critical thinking and mechanical problem solving skills to complete. Some of the equipment the shop routinely services and repairs are: sliding pad-eyes, resilient mounts, bulkhead seal kits, J-bars and mounting pots, and shaft seals.

The MARMC Outside Machine Shop works largely as a catch-all for Navy maintenance. If it's not something that falls under the umbrella of other shops, it very well may fall under the Outside Machine Shop. This leads to a varied work environment that can include replacing brake motors on hydraulic systems, sight glasses, deck drains, mounting brackets, drill-and-tap operations, springs, fuel receivers, and pressure sensitive switches. The shop rarely gets the same job twice in a given time frame and that requires a great deal of creative thinking and mechanical problem solving. Many times jobs come to the shop with no real schematics or guidelines so military and civilian subject matter experts have to work together to figure out the best possible solution for the problem.

At the MARMC Outside Machine Shop, the Sliding Pad-eye is the primary maintenance item. As part of their repair cycle, the entire pad-eye is removed from the ship, often with MARMC support, and shipped to the MARMC facility for maintenance. Once there, the nearly 200 moving parts and electrical system are disassembled and removed to be either restored, replaced, or repaired before re-assembly. The bare frame is sent to the MARMC powder coat shop for preservation, which extends the life of the equipment at sea. Once the frame is returned from powder coating, the shop reassembles the entire machine



MM2(SW) Kareema Webb and MM2(SW) Michael Bailey make adjustments to the flexible coupling on a sliding pad-eye off USS Stout (DDG-55). The flexible couple is used to absorb a slight misalignment with the main electrical motor and the ball screw. (Photo by MM2(SW) Jonathan Lepley.)



MM2(SW) Michael Bailey and MM2(SW) James Lokey inspect a pad-eye electric motor brake for proper air gap clearance. The air gap needs to be close enough to catch once the brake is activated but not too close to cause dragging. This procedure is one of the more common jobs in the MARMC Outside Machine Shop. (Photo taken by MM2(SW) Jonathan Lepley.)

to the

highest of quality requirements before sending it back to the ship for installation. This process builds a Sailors confidence in the system as a whole and helps develop an innate sense of self-sufficiency.

Another primary job performed by the MARMC Outside Machine Shop is resilient mount replacement. In order to protect vital equipment from brutal vibrations through the hull of the ship, they are often supported on vulcanized rubber mounts to minimize vibration. MARMC replaces and trains the ships in how to properly preserve these mounts and incorporates a robust network of subject matter experts for the ship to contact for assistance. If they do need replacing, the entire machine is disconnected from its mount, often suspended in place, while technicians use new mounts to protect the equipment from excessive vibration and damage.

For the past 12 months, MM2(SW) Jonathan Lepley has been the Skill Area Coordinator for Outside Machine at MARMC. He is a huge supporter of the NAMTS program and has seen its benefits first hand in his shop. According to MM2 Lepley, "The best skill we learn and strive to teach others in NAMTS is the mental flexibility to think outside the box when maintenance challenges are encountered."

"Everything can be fixed and very few of the tools used at MARMC are outside of a ship's ability to provide," he continued. "A stunning majority of our jobs could be done solely by the ship as long as they utilize the trained personnel onboard and show a willingness to develop new problem-solving skills." After all, the primary goal of the NAMTS program at MARMC is to give Sailors the competence and confidence to take these skills to the fleet and keep ships in the fight!



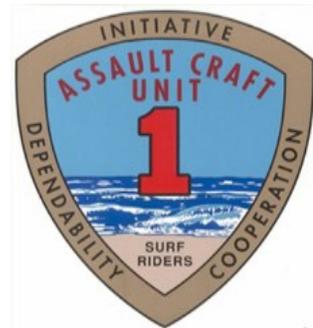
Assault Craft Units Join NAMTS



By Kevin Bond, Lead Afloat NAMTS Coordinator



Three Assault Craft Unit (ACU) commands have joined the Navy Afloat Maintenance Training Strategy (NAMTS) family in recent months and they are well on their way to ensuring their Sailors are making the most of their opportunities to learn while completing production work. Here's what they've been up to:



ACU 1 became an official ANATA mid-October 2022. The command plans to train personnel in the following JQR skill areas: NAMTS Rigger/Weight Tester, NAMTS Outside Electrical Repair Technician, NAMTS Pump Repair Technician, NAMTS Watertight Closure Maintenance Technician, NAMTS Welder/Brazer, NAMTS Diesel Engine Governor and Injector Repair Technician, NAMTS Shipfitter, NAMTS Valve Repair Technician, NAMTS Corrosion Control Technician, NAMTS Pipefitter, and NAMTS Air Conditioning and Repair Technician.



ACU 2 established their NAMTS program in June. They currently train in NAMTS Diesel Engine, Governor and Injector Repair Technician, NAMTS Heat Exchanger Repair Technician, NAMTS Inside Electrical Repair Technician, NAMTS Inside Machinist, NAMTS Interior Communications Technician, NAMTS Outside Machinist, NAMTS Pipefitter,

NAMTS Rigger/Weight Tester, NAMTS Shipboard Calibration Coordinator, NAMTS Valve Repair Technician, NAMTS Watertight Closure Maintenance Technician, and NAMTS General Shipboard Welder/Brazer. To date, the command has enrolled 22 Sailors into the NAMTS program



Gas Turbine System Technician (Mechanical) 3rd Class Lillian Morales, assigned to Assault Craft Unit (ACU) 4, replaces an oil line on Landing Craft, Air Cushion 4 Oct. 25, 2021. (U.S. Navy photo by Mass Communication Specialist 3rd Nick Boris)



ACU 4 stood up their NAMTS program in May and they are currently training personnel in NAMTS Corrosion Control Program Technician, NAMTS Gas Turbine Electrical Repair Technician, NAMTS Hydraulic Repair Technician, NAMTS Inside Electrical Repair Technician, NAMTS Inside Machinist, NAMTS Outside Electrical Repair Technician, NAMTS

Pipefitter, NAMTS Shipfitter and NAMTS General Shipboard Welder / Brazer. To date, 63 of the command's personnel have completed NAMTS Core Fundamentals training, 36 are enrolled in a skill JQR and making great progress towards completion, and 6 personnel have been awarded a NAMTS NEC. All of this is made possible through the great leadership team and Assistant Command NAMTS Coordinator, HT2 Anna Balderasrueden, who runs an outstanding program. Under her leadership, an additional 28 students are working on completion of the NAMTS Core Fundamentals JQR before being enrolled in a skill JQR. The Command's Production Officer CWO4 Marc Short said, "The NAMTS program has had a significant impact in day to day operations; specifically, I think the Core [Fundamentals JQR] has improved the level of knowledge of my entire department and the Sailors are excited about earning a NEC, so everyone is working hard to make the program work."



NNSY Welding Students Update



By Charlie Lynch, NAMTS Assistant Program Manager/Afloat Lead

Below is an update from an earlier article in our 55th Edition from July 2022. A quick recap: In late September 2021, the NAMTS team learned that the Advanced Welding School at Norfolk Naval Shipyard (NNSY) did not have a class scheduled for the remaining quarter of the year. The absence of an advanced welder class created a unique opportunity for NAMTS and Surface Warfare Schools Command (SWSC) to work together and open its welding booths to a select group of Sailors who could potentially complete their NAMTS General Shipboard Welder/Brazer Job Qualification Requirements (JQR) and be awarded the corresponding NAMTS Navy Enlisted Classification (NEC) code. The NAMTS/SWSC training partnership initiative went through several planning and logistical stages, but by October 18, 2021, a total of 21 Sailors from eight afloat and shore commands were scheduled to participate in the class on November 1, 2021.

To date seven Sailors have earned the NAMTS General Shipboard Welder / Brazer NEC U54A:

- HT3 Gavin Peterson from ACU4
- HT3 Leonard Johnson from ACU4
- HT3 Blake Shermer from USS George H. W. Bush (CVN 74)
- HT3 Morgan Conley from MARMC
- HT3 George Dickens from MARMC
- HT3 Jack Ferron from MARMC
- HT3 Cody Holland from MARMC

An additional 13 Sailors (12 of whom are assigned to afloat commands) have completed 96% of the requirements and should earn the NEC by the time this article is published.

The credit for this successful endeavor is shared amongst the Sailors, their chain of commands, in particular the Command NAMTS Coordinators, the NAMTS RNC/ANCs and the NAMTS Structural Mentor, Mr. Alton Kinchen. All have been integral in taking advantage of the opportunity that was provided to them by the team at SWSC and CNRMC. For three weeks, these Sailors received in-depth instruction from the Navy's advanced welding school instructors and NAMTS mentors. The knowledge these Sailors receive through the NAMTS program is designed to give them a solid welding foundation and to establish their welding skills, thereby making the fleet more self-sufficient.



Advanced Welder Class photo taken in November 2021. (Photo by Shelby West.)

Advanced Welding Class Students:

USS Dwight D. Eisenhower (CVN 69)

- HT3 Aufarrea Alexander
- HT3 Dustin McCurdy
- HT3 Jose Pineda
- HT3 Ashtyn Winkler
- HT3 Klayton Ballow

USS Carter Hall (LSD 50)

- HT2 Austin Ross

USS George H. W. Bush (CVN 73)

- HT3 Tyler Bull
- HT3 Blake Shermer

USS John C. Stennis (CVN 74)

- HT2 Eric Isbell
- HT3 Xaver Graise
- HT3 John Kueny

USS Iwo Jima (LHD 7)

- HT2 Steven Brand

USS Fort Lauderdale (LPD 28)

- HT2 Peter Chan
- HT1 Robert Paasch

Assault Craft Unit Four (ACU 4)

- HT3 Gavin Peterson
- HT3 Leonard Johnson

Mid-Atlantic Regional Maintenance Center (MARMC)

- HT3 Morgan Conley
- HT3 George Dickens
- HT3 Jack Ferron
- HT2 Kaytlyn Brown
- HT3 Cody Holland



Dedicated NAMTS Sailors with Multiple NECs Abound



It takes hard work, discipline, and dedication to earn a Navy Afloat Maintenance Training Strategy (NAMTS) Navy Enlisted Classification (NEC), yet there are many Sailors out there who have accomplished this feat more than once. We'd like to acknowledge some of their efforts here.

Sailors currently stationed at a shore facility with a NAMTS program who have earned 4 or more NECs are:

6 NAMTS NECs

MM1 Charles Berend, MARMC

Valve Repair Technician
Air Conditioning & Repair Technician
Outside Machinist
Pump Repair Technician
Heat Exchanger Repair Technician
Rigger / Weight Tester

"From my experience onboard USS Abraham Lincoln, Sailors are under a lot of pressure to perform in a vast array of systems that can be life-saving, such as Watertight Closures. Through NAMTS, these duties are made much easier because the training is completed through the work we are already doing in the shop."

~MM1 Charles Berend

5 NAMTS NECs

MM1 Alexei Litovtchenko, PSNS & IMF Det. Everett

Hydraulics Repair Technician
Valve Repair Technician
Outside Machinist
Pump Repair Technician
Heat Exchanger Repair Technician

"My motivation for earning multiple NECs is the ability to perform multiple fields of MM [Machinist's Mate]-related professional tasks with expertise and technical accuracy. This is especially important in a supervisory role, where multiple job related skills are expected at a rapid pace."

~MM1 Alexei Litovtchenko

MM1 Lance Kniceley, PSNS & IMF Det. Everett

Hydraulics Repair Technician
Valve Repair Technician
Outside Machinist
Pump Repair Technician
Heat Exchanger Repair Technician



GSM2 Michael Jones, HRMC

Heat Exchanger Repair Technician
Gas Turbine Repair Technician
Hydraulics Repair Technician
Valve Repair Technician

MMN1 Lois Land, MARMC

Watertight Closure Maintenance Tech.
Valve Repair Technician
Outside Machinist
Pump Repair Technician

MM1 James Colvin, MARMC

Pump Repair Technician
Air Conditioning & Repair Technician
Heat Exchanger Repair Technician
Valve Repair Technician

MM1 Hyun Kim, MARMC

Valve Repair Technician
Outside Electrical Repair Technician
Rigger / Weight Tester
Gas Turbine (Electrical) Repair Tech.
Watertight Closure Maintenance Tech.

HT1 Joseph Dicaro, SWRMC

Rigger / Weight Tester
Corrosion Control Program Technician
Watertight Closure Maintenance Tech.
Welder / Brazer

4 NAMTS NECs

MM1 Alexis Rodriguez, PSNS & IMF Det. Everett

Hydraulics Repair Technician
Valve Repair Technician
Outside Machinist
Pump Repair Technician

BM2 Rachel Johnson, SWRMC

Rigger / Weight Tester
Corrosion Control Program Technician
Valve Repair Technician
Watertight Closure Maintenance Tech.

MM1 Jude Ageyei, SWRMC

Outside Machinist
Valve Repair Technician
Pump Repair Technician
Watertight Closure Maintenance Tech.

MMN1 Mattlock Simmons, HRMC

Rigger / Weight Tester
Valve Repair Technician
Heat Exchanger Repair Technician
Watertight Closure Maintenance Tech.

EM1 Brandon Mejiabravo, SWRMC

Outside Electrical Repair Technician
Inside Electrical Repair Technician
Corrosion Control Program Technician
Watertight Closure Maintenance Tech.

MM2 Tierra Roberts, HRMC

Heat Exchanger Repair Technician
Air Conditioning & Repair Technician
Watertight Closure Maintenance Tech.
Valve Repair Technician

EM1 Jamie Norris, TRF, Bangor

Outside Electrical Repair Technician
Inside Electrical Repair Technician
Valve Repair Technician
Pump Repair Technician



Sailors in the Spotlight: HT2 Anna Balderasrueden & DC2 (SW/AW) Britton Raven



By Kevin Bond, Lead Afloat NAMTS Coordinator



HT2 Anna Balderasrueden of Assault Craft Unit Four (ACU 4) earned her NAMTS Shipfitter and NAMTS General Shipboard Welder / Brazer Navy Enlisted Classifications (NEC) in May. Her dedication to duty, learning, and professionalism are truly impressive.

HT2 Balderasrueden began working on her NAMTS Shipfitter Job Qualification Requirements (JQR)

in September 2021, and as a direct result of her work ethic and taking every maintenance opportunity available to advance her knowledge and skills, she sought the approval of her chain of command to allow her to work on her NAMTS General Shipboard Welder / Brazer JQR as well, enrolling in October 2021. Between October 2021 and March 2022, HT2 Balderasrueden continued to make significant progress towards completion of both NAMTS JQRs; Leading Chief Petty Officer, HTC Petite, and their Repair Officer, CWO4 Marks, decided HT2 Balderasrueden was the perfect candidate for the command to send to the Navy's Advanced Welder School, where she earned her U53A Advance Navy Welder NEC in April 2022. Upon completion of the course, HT2 Balderasrueden did not slow down; her drive to become one of the best of the best was evident when she completed her NAMTS Shipfitter and General Shipboard Welder / Brazer JQRs, earning the U47A NAMTS Shipfitter and U54A NAMTS General Shipboard Welder Brazer NECs in May 2022.

In addition to earning her two NAMTS NECs, HT2 Balderasrueden decided she wanted to take the NAMTS program to the next level at ACU 4. She stepped up and volunteered to become the Assistant Command NAMTS Coordinator. Since assuming this role, she has been directly responsible for the additional enrollment and mentorship of 17 Sailors from ACU 4 in the NAMTS Shipfitter JQR and an additional 51 of her shipmates enrolled in the NAMTS Core Fundamentals JQR.

On a nearly daily basis, one can find HT2 Balderasrueden providing over the shoulder mentorship to her fellow shipmates and driving toward the development of a self-sufficient, competent maintenance force. "NAVY schools are great for general knowledge and basic skills, however with the NAMTS program, you learn how to do the cool stuff... the stuff that takes it to the next level. I want to be the Sailor my crew looks to with confidence, knowing I have the skills to fix anything, and I want to be

the Sailor my CO trusts to fix the ship and keep it in the fight," said Balderasrueden.

By Andrew Porter, Regional NAMTS Coordinator



DC2 (SW/AW) Britton Raven is from Ralls, Texas and graduated from Salado High School in 2014. After graduation Raven enlisted in the US Navy and reported to his first duty station

aboard USS Abraham Lincoln (CVN 72) in December 2014. Once onboard, he wasted no time in developing his skills as a trainer and soon became the local subject matter expert in Damage Control fundamentals. He successfully coordinated the training of 2,391 Sailors in Damage Control Qualifications and quickly worked his way up as the Work Center Supervisor in his division. During his duty aboard Abraham Lincoln, Raven worked on flight deck certifications, refueling qualifications, and INSURV directives to take the ship out on its first deployment in seven years for a world cruise.



DC2(SW/AW) Britton Raven.
(Photo by Andrew Porter.)

Arriving at Mid-Atlantic Regional Maintenance Center (MAMRC) in March 2020, DC2 was assigned to Watertight Door Shop (Hull Branch-922) where he took over as Team Lead. There he successfully completed the restoration and installation of 158 Watertight Closures which resulted in saving the Navy \$280,000 dollars. While working in production on watertight doors, DC2 Raven was able to gain the necessary knowledge and experience to earn his NAMTS Watertight Closure Maintenance NEC in December 2020.

"From my experience onboard USS Abraham Lincoln, Sailors are under a lot of pressure to perform in a vast array of systems that can be lifesaving, such as Watertight Closures. Through NAMTS, these duties are made much easier because the skills are gained through the work we are already doing in the shop. In the Navy, training is an ongoing evolution and even though I continue to teach Sailors all about watertight doors, I still learn something that I can share with my shipmates across the fleet."



DC2(SW/AW) Britton Raven (center) is giving NAMTS training to DC2(SW) Robert Yarborough (left) and DC2(SW/AW) Austin Williamson (right) by identifying the parts of the conrod assembly on a Quick Acting Watertight Door (QAWTD).
(Photo by MAMRC Public Affairs.)



A new door latch mechanism manufactured at the command by HT2 Anna Balderasrueden (right), HT3 Jantzen Baker (center) and HT3 Ray Castillo (left) is being fitted for final install under the mentorship of HT2 Balderasrueden. HT3 Castillo can be seen completing final fitting and installation of the Door Latching Mechanism. (Photo by Kevin Bond.)



NAMTS Afloat Training Activities (NATA)



Over twenty years ago, in 1996, the Navy Afloat Maintenance Training Strategy (NAMTS) program was established to provide Sailors with the opportunity to enhance their knowledge and skills through hands-on journeyman task accomplishment; the program was initially developed and stood up at shore-based Intermediate Level (I-level) Maintenance Activities. The goal was to enhance Hull, Mechanical, and Electrical rated Sailors' skills, in order that they would be capable of improving the Fleet's strike force organic maintenance capability, material self-sufficiency, and enhance operational readiness. In 2014, Commander, Navy Regional Maintenance Center (CNRMC) expanded NAMTS and the program's Afloat Training Activities (NATA) were established. Initially, it was available on large platforms that had the capabilities to complete significant voyage repairs while Carrier Strike Groups and Expeditionary Strike Groups were deployed. USS Nimitz (CVN 68) was the test pilot for the NATA initiative, during which fourteen Sailors aboard the command enrolled in the program. The pilot aboard Nimitz proved to be highly successful, so additional NATA sites were established. Currently, there are 41 NATAs in the fleet, on CVN/LHD/LHA/LPD/LSD/AS/DDG(Pilot)/CG(Pilot) ship classes, with over 1,300 Sailors enrolled in 26 select NAMTS Job Qualification Requirement (JQR) skill areas. NAMTS affords Sailors the opportunity to earn NAMTS Navy Enlisted Classification (NEC) codes.

The program aboard these ships is voluntary and is usually managed by a senior enlisted member or junior officer designated by the Commanding Officer as the Command NAMTS Coordinator. Additionally, there are CNRMC NAMTS contractors, who, as Afloat NAMTS Coordinators, assist the ships with program management. CNRMC also provides NAMTS Afloat Mentors to assist with the over-the-shoulder technical assistance in conducting production work in support of completing the JQRs. In every sense of the word, these NATAs have become true "SEA" schools. In addition, the commands that have become a NATA are able to partner with Regional Maintenance Centers (RMC), Naval Shipyards (NSY) and Intermediate Maintenance Facilities (IMF) to accomplish more hands-on learning task accomplishment/competency that may not be available aboard their ship. NATA commands also have the opportunity to participate in NAMTS JQR reviews and new NAMTS JQR / NEC development. Each afloat unit has unique challenges due to flexible ship scheduling, emergent work, manning shortfalls, and the ever-changing geopolitical threats facing today's Navy. 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 hands-on experience, NATA ships are developing a more well-rounded Sailor and improving fleet organic maintenance capabilities. Recent news/updates from the NATA units include:

CVN Every Aircraft Carrier currently in-service in the United States Navy has a NATA and there are currently 434 Sailors enrolled in the NAMTS program. (232 on the East Coast Carriers and 202 on the West Coast Carriers) with 33 graduates in the last 12 months.

NAMTS Afloat Training Activities Aircraft Carriers

- USS Nimitz (CVN 68)
- USS Dwight D. Eisenhower (CVN 69)
- USS Carl Vinson (CVN 70)
- USS Theodore Roosevelt (CVN 71)
- USS Abraham Lincoln (CVN 72)
- USS George Washington (CVN 73)
- USS John C. Stennis (CVN 74)
- USS Harry S. Truman (CVN 75)
- USS Ronald Reagan (CVN 76)
- USS George H.W. Bush (CVN 77)
- USS Gerald R. Ford (CVN 78)

Amphibious Warfare Ships

- USS Wasp (LHD 1)
- USS Essex (LHD 2)
- USS Kearsarge (LHD 3)
- USS Boxer (LHD 4)
- USS Bataan (LHD 5)
- USS Iwo Jima (LHD 7)
- USS Makin Island (LHD 8)
- USS America (LHA 6)
- USS Tripoli (LHA 7)

Cruisers

- USS Cowpens (CG 63)*

Destroyers

- USS Stethem (DDG 63)*
- USS Jason Dunham (DDG 109)*

Amphibious Transport Docks

- USS San Antonio (LPD 17)
- USS Mesa Verde (LPD 19)
- USS Arlington (LPD 24)
- USS Sommerset (LPD 25)
- USS John P. Murtha (LPD 26)
- USS Fort Lauderdale (LPD 28)

Dock Landing Ships

- USS Germantown (LSD 42)
- USS Tortuga (LSD 46)
- USS Rushmore (LSD 47)
- USS Harpers Ferry (LSD 49)
- USS Carter Hall (LSD 50)
- USS Pearl Harbor (LSD 52)

Submarine Tenders

- USS Emory S. Land (AS 39)
- USS Frank Cable (AS 40)

Assault Craft Units

- Assault Craft Unit One (ACU 1)
- Assault Craft Unit Two (ACU 2)
- Assault Craft Unit Four (ACU 4)

Auxiliary Floating Dry Dock

- Dynamic (AFDL 6)

*indicates pilot program in progress



NAMTS Afloat Training Activities (NATA)



CVN Highlights

USS Dwight D. Eisenhower (CVN 69)

USS Dwight D. Eisenhower (CVN 69) is ramping up maintenance in preparation for the completion of maintenance period at Norfolk Naval Shipyard. The Afloat NAMTS team continues to work with the NNSY valve barge to assist Sailors in completing their NAMTS Valve Repair Technician JQR. So far 16 Sailors have been awarded a NAMTS NEC.

USS Abraham Lincoln (CVN 72)

USS Abraham Lincoln (CVN 72) recently returned from a successful 7-month deployment. While deployed, Command NAMTS Coordinator, MMC Perry Henkes, was hard at work pushing the program. "While deployed, the NAMTS program was vital to crew training," said MMC Henkes. Helping to create more capable Sailors, Abraham Lincoln currently has 104 Sailors enrolled in 6 skill areas.

USS Harry S. Truman (CVN 75)

USS Harry S. Truman (CVN 75) has recently returned from a nine-month deployment to the Sixth Fleet area of responsibility. While on deployment, they administered over 80 NAMTS Core Fundamentals exams thanks to the outstanding leadership of the Command NAMTS Coordinators, MM1 Joshua Koehne and MM1 Jamali Hil. The next stop for the ship is at Norfolk Naval Shipyard for an extended availability. The command currently has 118 active participants in the NAMTS program; Sailors will be afforded the opportunity to work in conjunction with the shipyard to complete their JQRs and earned their NECs prior to returning to the fleet.

USS John C. Stennis (CVN 74)

is currently undergoing an extensive overhaul at Newport News Shipbuilding. The command currently has 57 Sailors enrolled both aboard and at the Light Industrial Facility (LIFAC) in Hampton, Va. The NAMTS Afloat mentors / SMEs continue to work closely with the Command NAMTS Coordinator, EMCS Joseph Rice, to provide over-the-shoulder guidance to all active enrollees. The command is currently participating in six Skill Areas including Core Fundamentals, NAMTS Interior Communications Repair Technician, NAMTS Outside Electrical Repair Technician, NAMTS Pipefitter, and NAMTS Rigger / Weight Tester.

LHD / LHA Highlights

USS Essex (LHD 2)

After returning from her most recent deployment, USS Essex (LHD 2) completed a SURGE and an INSURV and is now preparing for upcoming selected restricted availability (SRA). During this time, Command NAMTS Coordinator ENCS Rafael Corral has made it a priority to keep the NAMTS program up and running smoothly. They realize that the NAMTS program is an excellent resource for Sailors and developing them to be superior maintenance technicians. Essex currently has 53 Sailors enrolled.

USS Boxer (LHD 4)

USS Boxer (LHD 4) has completed a long over-extended availability, culminating with a successful Light Off assessment (LOA) Boxer, has always kept NAMTS a mainstay in commands training. Boxer's new Chief Engineer (CHENG) LCDR Crum, and Command NAMTS Coordinator, EM1 Fer-

nando Perez, are heavily promoting the NAMTS program throughout the command, while frequently pushing weekly sessions. EM1 Jenlynn Armanza, EMC Yang Yan Yang and EM3 Xiushi Li have all earned their U39A NAMTS Outside Electrical Repair Technician NECs. Boxer currently has 60 Sailors enrolled in NAMTS Core Fundamentals and various other NEC skill areas.

USS Bataan (LHD 5)

USS Bataan (LHD 5) has returned to its home port of Norfolk, Va. The NAMTS Afloat team is currently providing weekly mentorship to enrolled Sailors. Command NAMTS JQR Coordinator, EMCS William Dooley continues to be lead the program with panache. The ship currently has 38 Sailors enrolled in NAMTS Core Fundamentals, NAMTS Air Conditioning and Refrigeration Technician, NATMS Outside Machinist, NAMTS Pump Repair Technician, and NAMTS Rigger / Weight Tester.

USS Makin Island (LHD 8)

USS Makin Island (LHD 8) has had a very busy underway schedule, but that didn't stop the Command NAMTS Coordinator ENCS Steven Blair, and Assistant Coordinator MM1 Jesse Johnson, from advancing their NAMTS program. NAMTS is a heavy part of weekly development resulting in DC3 Pierre Lapierre, DC3 Wadnelito Andre, and Alexander Sarabia earning there 835A Watertight Closure Maintenance Technician NEC. They were the first to receive this NEC on the San Diego waterfront. Makin Island is proving the worth of having NAMTS onboard. While underway, the NAMTS program has been vital to crew skill enhancement.

LPD / LSD Highlights

USS San Antonio (LPD 17)

USS San Antonio (LPD 17) is in an extended availability at Marine Hydraulics International (MHI). During this time, the ship found it difficult to get ship's force involved with maintenance aboard the ship because of contractual conflicts, however, this did not stop the ship from learning. They began to coordinate with the NAMTS Afloat team to obtain mentorship opportunities for their enrolled Sailors. The Command NAMTS Coordinators, EMCS Brandon Shibley and EMC Joshua Stribling, have done an outstanding job with the program. In September, nine Sailors successfully completed NAMTS Core Fundamentals and are now enrolled into skill area JQRs. The command currently has 38 Sailors enrolled in NAMTS Core Fundamentals, NAMTS Air Conditioning and Refrigeration Technician, NAMTS Diesel Engine Governor & Injector Repair Technician, NAMTS Inside Electrical Repair Technician, NAMTS Outside Electrical Repair Technician, and NAMTS Valve Repair Technician.

USS Arlington (LPD 24)

USS Arlington (LPD 24) is deployed away from its homeport of Norfolk, Va. The NAMTS program is back on track and thanks to the leadership of the Command Coordinator, HT2 Chyna Sheared, participation has increased by over 100%. The ship has one of the newest NAMTS Afloat Training Activities on the East Coast. We look forward to working with the Command NAMTS JQR Coordinators, ICC Chad Blaine and HT1 Lopez, and the crew. The ship currently has five



NAMTS Afloat Training Activities (NATA)



Sailors enrolled in NAMTS Core Fundamentals and are looking forward to enrolling many more.

USS Sommerset (LPD 25)

USS Sommerset is one of the newest ships to bring the NAMTS program aboard. After successfully completing Light Off assessment (LOA), Sommerset Command NAMTS Coordinators, ENC Harvey Macadaan and EN1 Chauncey Ang, are working diligently with Afloat NAMTS SMEs developing a vigorous training program adding to the ships already challenging schedule to make sure enrollees have the knowledge and skill-set needed to be more self-sufficient while completing maintenance. Sommerset has 19 Sailors currently enrolled.

USS John P. Murtha (LPD 26)

USS John P. Murtha (LPD 26) has been underway for majority of 2022, completing exercises with NASA, RIMPAC, and working with SEAL Teams. They have also completed numerous inspections. Command NAMTS Coordinator DCC Mercado makes sure the NAMTS programs continues to be a foundation in the training pipeline aboard the ship. DCC believes in the NAMTS program and that Sailors should take full advantage of opportunities from either the ship's qualifiers or NATA SMEs. 42 Sailors are currently enrolled in NAMTS.

NAMTS Afloat mentors recently helped the crew aboard John P. Murtha with their 400 HZ switchboard. 400 HZ is a special frequency that is produced by the Static Frequency Converters which converts the regular 60 HZ produced by the ship's generator to a special 400HZ frequency often used for aviation service and Landing Craft Air Cushions (LCAC). One of John P. Murtha's NR3 400 HZ switchboards had a problem with the ground detection part of the system which consistently blew fuses after start-up. After extensive troubleshooting was conducted, ship's force discovered that there was a short circuit in one of the ground detection circuits. With the mentorship of NAMTS Afloat SMEs, ship's force performed corrective actions and returned the switchboard to normal operation.



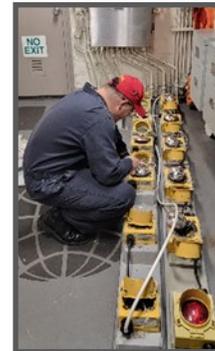
Left: EM2(SW) Oscar Alfaro seen above is taking resistance readings on the transformers inside the 400 HZ switchboard as part of the troubleshooting of the ground indicators for the 400HZ switchboard. (Photo by Rizalito "Tony" Antonio.)



Right: EM2(SW) Oscar Alfaro is being assisted by EM1(SW) Emmanuel Sabio in troubleshooting the problem of the 400HZ switchboard. (Photo by Rizalito "Tony" Antonio.)



While EM2 Oscar Alfaro is conducting repairs on the vertical dropline lights, NAMTS Electrical SME Rizalito Antonio took the opportunity to provide over-the-shoulder mentorship guidance for principles found in the NAMTS Outside Electrical Repair Technician JQR. Vertical drop line lights serve as an extension of the deck lineup lights and provides the pilot with continuous lineup during night approach. (Photo by Rizalito "Tony" Antonio.)



EM2 Oscar Alfaro performing a critical maintenance and repair of the ship's Vertical Drop Line Lights. (Photo by Rizalito "Tony" Antonio.)

USS Germantown (LSD 42)

After shifting her homeport to San Diego, Calif. From Sasebo, Japan, USS Germantown (LSD 42) has completed 8010, MOB-D, and 3M Inspections. In preparation of these inspections, they have taken full advantage of NAMTS training opportunities including utilizing NATA SMEs and working with Command NAMTS Coordinator EN1 Candie Edel and Assistant Command Coordinator MM1 Cornell Walker, to fulfill weekly training. Since NAMTS was brought aboard the ship on May 20, Sailors have completed CORE Fundamental and are working on their skill area JQRs. Germantown currently has 46 Sailors enrolled.



USS Germantown's MR3 Jordan Point performing the NAMTS Watertight Closure requirements. (Photo by Ramir Pulido.)



L-R: MR3 Jordan Point being assisted by Divisional Damage Control Petty Officers EN3 Courtney Davis and FC2(SW) Steven in safely placing Watertight Hatch in a safe maintenance position in order to properly conduct a gasket channel inspection and gasket replacement. (Photo by Ramir Pulido.)



NAMTS Afloat Training Activities (NATA)



USS Harpers Ferry (LSD 49)

USS Harpers Ferry (LSD 49) is a newer member of the NAMTS program. While preparing for and completing a successful INSURV, Command NAMTS Coordinator EMCS David Longworth stressed the importance of the NAMTS program. He enrolled 39 Sailors, 19 of whom have completed NAMTS Core Fundamentals and are working on one of seven skill area JQRs.

CG and DDG Pilot Programs

USS Cowpens (CG 63)

USS Cowpens is showing that the NAMTS program is desired and necessary aboard all Navy guided-missile cruisers (CG). While currently in an extended overhaul and participating in the NAMTS pilot program. Cowpens is always training and the NAMTS program is an integral part of their development plan. Cowpens presented NAMTS certificates to MMC Daniel Calimer, OS2 Casey Booth, and GSM2 Christian Devereaux for earning their 834A NAMTS Valve Repair Technician NEC. USS Cowpens currently has 43 Sailors enrolled in NAMTS Core Fundamentals and various other NEC skill area JQRs.

USS Stethem (DDG 63)

USS Stethem's Command NAMTS Coordinator GSMC Nick Smith has been working diligently to make sure to maximize Sailor involvement in the NAMTS program. They have been using the NAMTS program as the focal point of weekly engineering learning. Stethem is also participating in the NAMTS pilot program for guided-missile destroyers. The ship's monthly participation numbers show this is what the Sailors want and they are excited to participate. DC1 Jonson Fraiss was the first Stethem Sailor to have earned an NEC; he earned the 835A NAMTS Watertight Closure Maintenance Technician NEC. Stethem currently has 38 Sailors enrolled in 9 different skill areas. "Having the NAMTS West Coast Team

SMEs onboard and providing our ship mentorship has improved our Sailor's technical knowledge in performing periodic and corrective maintenance. Our NAMTS enrolled personnel are also passing on that knowledge

USS Stethem's DC3(SW) Javier Ahumada (foreground) performing NAMTS watertight closure maintenance with DCFN Samuel Caruso observing. (Photo by Ramir Pulido.)



DC3(SW) Nathan Harris conducting a permanent set / groove measurement in the MAFO-Holtkamp door gasket with DC1(SW) Jonson Fraiss observing. (Photo by Ramir Pulido.)

from the NAMTS West Coast SMEs to our Divisional Damage Control Petty Officers," said LTJG Bryant Chau, Stethem's Repair Division Officer.

One recent project they undertook was the installation of a balanced joiner door. "The knowledge we acquired from the NAMTS Watertight Closure 125.12 Balanced Joiner Door and 345.08 Balanced Joiner Door (Repair) training gave us a better understanding of how to conduct the door changeout and how the equipment worked," said DC3 Nathan Harris. "The NAMTS Watertight Closure curriculum is an integral part of our in-rate training to ensure that the level of knowledge of our Sailors improves in order for us to be self-sufficient and contribute to improving fleet readiness by ensuring all our equipment is in its highest state of readiness and reliability," added DC1 Trenton King, NAMTS Watertight Closure Maintenance Technician NEC holder.



USS Stethem's DCFN William Nadler (left) and DC3 Nathan Harris position the balanced joiner door in preparation for installation. (Photo by LTJG Bryant Chau).

Right: L-R: DCFN Rikardus Bowano, DC3 Nathan Harris and DCFN Samuel Caruso centering the Balance Joiner Door Frame into the ship's bulkhead. (Photo by LTJG Bryant Chau).



Left: DCFN Rikardus Bowano (center) and DC3 Nathan Harris (right) centering the Balance Joiner Door Frame into the ship's bulkhead. (Photo by LTJG Bryant Chau).



Right: DCFN Samuel Caruso installing the Balance Joiner Door frame bolts into the ship's bulkhead. (Photo by LTJG Bryant Chau).





NAMTS Afloat Training Activities (NATA)



USS Jason Dunham (DDG 109)

Command NAMTS Coordinator MMC(SW) Inch aboard USS Jason Dunham (DDG 109) has taken ownership of the NAMTS mentorship efforts, engaging in the completion of 35 enrolled Sailors in the NAMTS Core Fundamentals Job Qualification Requirement's (JQR). He is currently providing program oversight in seven NAMTS skill areas. Starting their NAMTS program while on deployment in the Mediterranean Sea, Jason Dunham's enrollees have seized multiple opportunities to capitalize on NAMTS Sailor professional development. The ship is currently engaged in a pierside Selected Restricted Availability (SRA) that is presenting a demanding work environment as well as unique opportunities to conduct repairs by ship's force, thereby improving self-sustainability across the Engineering Department. Personnel have already completed multiple watertight door repairs and adjustments, the replacement of pump mechanical seals, overhauls of salt water reducing valves and various heat exchanger and electrical repairs through NAMTS mentorship. With approaching Light Off Assessments (LOA) on the horizon, Jason Dunham's leadership is also discovering the benefits of NAMTS in the early detection of equipment deficiencies that are now repaired in a timely manner due to the knowledge gained through NAMTS. Jason Dunham is participating in the

NAMTS pilot program for guided-missile destroyers.



MM1(SW) Jonathan Silva replaces a mechanical seal on a hot water recirculating pump aboard USS Jason Dunham (DDG 109). (Photo by MMC(SW) Gordon Reichert.)



MM3 Shelby Hinnant prepares to remove a hot water recirculating pump casing in the restoration of a mechanical seal aboard USS Jason Dunham (DDG 109). (Photo by MMC(SW) Gordon Reichert.)

USS Frank Cable (AS 40)

USS Frank Cable is doing great things with their NAMTS program while preparing for an upcoming underway to Mare Island in Vallejo, Calif. for a scheduled maintenance availability. Command NAMTS Coordinator, HTC Ryan Magee, and Assistant Command NAMTS Coordinator, MR1 Jimmy Wang, are demonstrating that learning never ceases, and they are acknowledging the efforts of their hard-working Sailors. NAMTS certificates were presented to their newest graduates, HT2 Jacob Johnson and HT2 Angela Hrelja, both of whom have earned the NAMTS U47A Shipfitter NEC. Since bringing the NAMTS program onboard Frank Cable, 21 Sailors have earned NECs in 6 different skill areas.



HTFN Colin Chasten prepares to use a plasma cutter to cut out a part from a sheet of carbon steel aboard USS Jason Dunham (DDG 109). (Photo by MMC(SW) Gordon Reichert.)



GRADUATES

July—November 2022



NEC - 834A Valve Repair Technician

MMFN Paris Antoine
 OS2 (SW) Richard Baker
 EM1 (SW/AW) Yanhui Chen
 MM2 (SW) Joshua Erwin
 MM2 (SW) Michael Horsfall
 MM2 (SW) Patrick Kopischke
 MM1 (SW/AW) Lele Lu
 GM1 (EXW) Paul Piscioneri
 MM2 (SW) Kareema Webb
 MM2 (SW) Tydarius Wilson

NEC - U08A Gas Turbine Repair Technician

GSMC (SW) Carlos Abundismarquez
 GSMC (SW) Victor Guerrero
 GSM1 (SW) Ronald Hirsch
 GSM2 (SW/AW) Joshua Sookhai

NEC - U11A Gas Turbine Electrical Repair Technician

EM2 (SW/AW) Sierra Goldman
 EM1 (SW/AW) Mervin Vitug

NEC - U17A Air Conditioning and Refrigeration

MM2 (SW) Francis Durso
 MM2 (SW) Shirley Treadwell

NEC - U18A Heat Exchanger Repair Technician

MM2 (SW/AW/IW) Coriona Smith
 MMN3 Kimo Barron
 MMN1 (SW) Shane Diaz
 MM2 (SW) Jacob Keyes
 MMN2 (SW) Clay Lundy
 MMN1 (SS) Jeffrey Perry
 MM1 (SW/AW) Alex Ronne

NEC - U33A Inside Machinist

MR3 Andrew Everoski

NEC - U34A Outside Machinist

MM1 (SW/AW) Dalton Roberts

NEC - U39A Outside Electrical Repair Technician

EM2 Wynikki Johnson
 EM2 Levon King
 EM2 Edward Kuhn
 EM3 Matthew Marlowe
 EM2 Shaunte Pearcesanchara
 EM2 (SW) Francisco Rios III
 EMN1 (SW/AW) Hakeem Thompson
 EM2 (SW) Julian Tollinchi



NEC - U47A Shipfitter

HT1 Joshua Blackstone
 HT3 Ana Carrillo
 HTFN Isaiah Garciaplazola
 HTFN Matthew Smith

NEC - U52A Pipefitter

HTFN Austin Dancer
 HTFN Liam Miller
 HTFN Riley Noga
 HT2 William Whisenant II

NEC - 719B Shipboard Calibration Coordinator

EM2 Kaifeng Cheng

NEC - 835A Watertight Closure Maintenance Technician

HT2 (SW) Nickolas Duran
 EM2 (SW) Thomas Frazier
 DC2 (SW/AW) Elizabeth Kay
 EM2 (SW) Natalie Perez
 HT2 (SW/AW) Adrienne Richardson
 DC2 Javess Spencer
 MM1 (SW) Jasmine Stokes

NEC - 797A Rigger / Weight Tester

BM1 (SW/SCW) Akram Omar
 EN2 (SW) Austin Asche
 BM3 (SW) William Brown
 BM2 (SW) Micheal Delozier
 BM2 (SW) Jessica Gamez
 BM2 (SW) Kaleob Harrison
 BM3 Maeghan Kuhn
 FC1 (SW) Daralynne Smith
 BMC (SW) Lance Stoeckel
 BMSN (SW) Quaylen Wade

NEC - 736B Pump Repair Technician

MMN3 (SW) Travis Allen
 GSM2 (SW) Jasmineelaina Almazan
 MM3 Mohamed Dioum
 MR1 (SW) Garrett Goodman
 EN1 (SW) Max Groneman
 MMN2 (SW) Andrew Wathen



GRADUATES

July—November 2022



Norfolk Naval Shipyard

NEC - 736B Pump Repair Technician

MM1 (SW) Manuel Reyes

NEC - 834A Valve Repair Technician

MM2 (SW) Jesus Gomez
GSE2 (SW) Marie Cabrera
MM2 (SW) Quien Simmons

NEC - 797A Rigger / Weight Tester

MM2 (SW) Sade Bogan

NEC - U26A Diesel Engine-Governor & Injector Repair Technician

EN2 (SW) John Koeppel
EN1 (SW/AW) Jose Paganlopez

NEC - U54A General Shipboard Welder/Brazer

HT3 (SW/AW) Cody Holland

NEC - U33A Inside Machinist

MR2 (SW/EXW) Daryl Rabarabrokate
MR1 (SW/SCW) Elizabeth Shelton

NEC - 835A Watertight Closure Maintenance Technician

MMN1 (SS) Gregory Borja



Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (IMF)

NEC - 834A Valve Repair Technician

HT1 (SW/AW) Joshua Downs
HT2 (SW/AW) Raul Gutierrez III
HTC (SW/AW/IW) London Hunter
HTC (SW) Nicholas Lauver

GSE1 (SW) Dale Rollins
EN2 (SW) Armoni White

NEC - 835A Watertight Closure Maintenance Technician

MM2 (SW) Tierra Roberts
GSE1 (SW) Marron Cruz
MM2 (SW) Kameron Dunklin
MM2 (SW) Miguel Morel
MM2 (SW) Sam Murphy
EM2 (SW) Inna Myroshnychenko

NEC - U17A Air Conditioning and Refrigeration

MM2 (SW/AW) Justin Le
MM2 (SW/AW) Douglas Parada
MM1 (SW/AW) Caleb Stonecypher
MM2 (SW) Martin Preciado

NEC - U18A Heat Exchanger Repair Technician

GSM2 (SW) Allester Opong
MM2 (SW) Joshua Abrahamson
MM2 (SW/AW) Christina Duarte
MMC (SW/AW) Elson Espiritu
MM1 (SW/EXW) Luke Newton
MM2 (SW) Brendon Terry

NEC - U47A Shipfitter

HT1 (SW) Jimmy Campbell
HT2 (SW) Brian Geesling
HT1 (SW) Jessica Negrete

NEC - 797A Rigger/Weight Tester

EM1 (SW) Janscott Oviso
EM2 (SW) Ashley Jackson

NEC - V15C Phalanx Gun & Ammunition Handling System Repair Technician

GM1 (SW/AW) Daniel Ogle



Puget Sound Naval Shipyard & IMF

NEC - 834A Valve Repair Technician

GSMC (SW) Thomas Midgette



GRADUATES

July—November 2022



NEC - 835A Watertight Closure Maintenance Technician

DC2 (SW) Tyler Bastin
HT1 (SW/AW) Jon Frydenlund

NEC - U08A Gas Turbine Repair Technician

GSM2 (SW) John Bonnell
GSM1 (SW) Malachi Shafer

NEC - U18A Heat Exchanger Repair Technician

MM3 (SW) Christopher Louis
GSM2 (SW) Rudolph Mckenzie
MM1 (SW) Alexia Rodriguez
MMC (SW) Victor Rojasalvarez

NEC - U52A Pipefitter

HT1 (SW) Devonish Murphy

NEC - V82B Interior Communications Repair Technician

IC1 (SW) Spencer Roy



Southeast Regional Maintenance Center

NEC - 736B Pump Repair Technician

GSM2 (SW) Michael Blasucci
MM2 (SW/AW) Louis Guindoza
MM2 (SW) Briana Reese
MM1 (SW/AW) Kyle Rogemoser

NEC - 797A Rigger / Weight Tester

BM1 (AW) Catherand Carter
BMC (SW/AW) Adrian McClinton
BM2 (SW) Theodore Patsey
BMC (SW) Justin Plank

NEC - 834A Valve Repair Technician

GM2 (SW/AW) Jeanneibel Aguilar
MM2 (SW) Benjamin Fong
MM2 (SW) Sean Henderson
GSM2 (SW/AW) Mason Krugel
MMC (SW) Gilbert Laguerre
GSM3 (SW) Michael Mitchell II

MM2 (SW) Brianna Samuels
GSM2 (SW) Shaneika Streete
MM1 (SW/AW) Brian Treacy

NEC - 835A Watertight Closure Maintenance Technician

DC3 (SW) Christopher Arteaga
DC3 (SW) Crystal Beaulne
DC2 (SW) Rayce Brunner
DC1 (SW) Shaun Clement
DC2 (SW) Jacob Hausler
DC2 (SW) Jeffrey Kmetz
DC2 (SW) Kenneth Melendez
GSM3 (SW) David Narh
DC2 Brandon Sanders
DC3 (SW) Marshaun Scottjohnson
BMC (SW/AW) Ray Valle
DC3 (SW/AW) Adam Vanderboegh

NEC - U08A Gas Turbine Repair Technician

GSM2 (SW) Nakobi Alleyne
GSM2 (SW) Dontae Cliftonfletcher
GSM1 (SW) Michael Ghilardi
GSM1 (SW) Brent Oake
GSM3 (SW/AW) Jonathan Pate
GSMC (SW) Gesel Posadas
GSM2 (SW) Cameron Reeves
GSM2 (SW) Stephen Solomon II

NEC - U18A Heat Exchanger Repair Technician

GSM2 (SW) Xavier Berrios
GSM1 (SW) Ryan Gamber
GSM2 (SW/AW) Tyler Little
EN3 Benelien Buenafior
GSM2 (SW) Abigail Dysart
ENFN Tynekwa McArthur
GSM2 (SW) Kieon Ware
GSM3 (SW) Jaemy Cabrera

NEC - U26A Diesel Engine-Governor & Injector Repair Tech.

EN2 (SW) Raymond Armstrong
ENFN Thomas Carroll

NEC - U34A Outside Machinist

MMFN Jania Cobb
MM2 (SW) Raymond Davis III
GSM3 Riley Girouard
MM2 (SW) Nicholas Kuciel
MM1 (SW) Bryan Martinez

NEC - U52A Pipefitter

HT1 (SW/AW) Benjamin Nablo

NEC - U54A General Shipboard Welder/Brazer

HTFN Cameron Williams

NEC - V15C Phalanx Gun & Ammunition Handling System Repair Technician

FC1 (SW/EXW) Wilfredo Quiles
FC1 (SW) Rigoberto Vergara, Jr.



GRADUATES

July—November 2022



NEC - U40A Inside Electrical Repair Technician

EMC (SW) John Rogers
 EM2 (SW) Gunnar Estes
 EM2 (SW/AW) Manuel Baez
 GSE1 (SW) Gage Bailey
 EM2 (SW) Godfrey Carter
 EM3 (SW) Jahneshia McFadden Jones
 EM2 (SW/AW) Marco Morris
 EM3 (SW) Ayele Nsougan
 EM3 (AW) Christopher Page
 EM3 (SW) Pauline Park
 EM3 (SW) Jancel Punzalan
 EM2 (SW) Sampson Terpening
 EM2 (SW) Sara Torres
 EM2 (SW) Gage Young



Southwest Regional Maintenance Center

(SWRMC)

NEC - 736B Pump Repair Technician

MM1 (SW/AW) Sean Collins
 MM1 (SW) Robert Frieson
 MM2 (SW) Savannah Maes
 MM1 (SW) Jonah Manalo
 MM1 (SW) Nicolaus Martin
 MM2 (SW) Charles Bonner, III
 MM1 (SW) Austin Hamby
 EN2 (SW/AW/IW) Alexandra Ruvalcaba
 MM1 (SW) William Vest, III
 EN1 (SW) Ryan Wiley

NEC - 797A Rigger / Weight Tester

EM2 (SW) Benjaxyz Abiva
 MM2 (SW) Tony Marble, Jr.
 EM2 (SW/AW) Ella Buenaventuragonzalez
 BM1 (SW/AW) Jocquetta Coleman
 BMC (SW/AW/EXW) Christopher Hagan
 BM3 (SW/AW) Eliza Lomeli
 EN2 (SW) Kevin Magbal
 BM2 (SW/AW) Desirae Stern
 BMSN Helen Vu

NEC - 834A Valve Repair Technician

GSM1 (SW/AW) Avram Aplasca
 EN2 (SW) Lakesha Benton
 MM2 (SW) Carlos Buenrostro
 MM2 Rory Harrisball

MM2 (SW/AW) Kenneth Jones, Jr.
 MM1 (SW) Richard Montgomery
 MM1 (SW/AW) Geoffrey Stewart

NEC - 835A Watertight Closure Maintenance Technician

ET1 (SW/AW/IW) Elijah Abdullah
 GSM2 (SW) Kamaria Burns
 EN2 (SW) Justin Chiles
 BM2 (SW) Laquan Deen
 EM3 (SW) Jontyler Hovis
 EM1 (SW) Brandon Mejiabravo
 BM2 (SW) Rachel Johnson
 GM2 (SW/AW) Jacob Bartolome
 DC2 (SW) Jaden Butor
 DC3 Allyson Leischner
 GM2 (SW/AW) Dometre Mobley
 GM2 (SW/AW) Elijah Morgan
 DCFN Esequiel Moronez
 MMC (SW/AW) Mary Norton
 DC2 (SW/AW) Maeghan Oviatt
 DC2 (SW) Avery Pearl
 BMC (SW/AW) Michael Ringleman
 GM1 (SW) Manuel Soares, IV
 MMC (SW/AW) Hannah Southern
 BM2 (SW/EXW) Immanuel Vinson
 EN2 (SW) Samantha Wakeley
 EN3 Aliah Williams

NEC - U08A Gas Turbine Repair Technician

GSMC (SW) Alonzo Abney
 GSM2 Ciara Bishop
 GSM1 (SW) Shaquille Crumpton
 GSM2 (SW) Kevin Driggers
 GSM1 (SW) Darnell Jones
 GSM3 (SW) Eric Meisner
 GSM1 (SW) Alwin Respicio

NEC - U11A Gas Turbine Electrical Repair Technician

GSE1 (SW) Linglei Li
 GSE2 (SW) Jacob Phantharangsy

NEC - U17A Air Conditioning and Refrigeration

MM1 (SW) Carmen Godoy

NEC - U26A Diesel Engine-Governor & Injector Repair Technician

EN2 (SW) Kayla Akin
 EN2 (SW/EXW) Chance Duncan
 EN2 (SW) George Essien
 EN2 Nayeli Fuentes
 EN1 (SW) Andrew Huffman
 EN1 (SW/EXW) James Macias, Jr.
 EN2 (SW) Joel Pompilus, Jr.
 EN1 (SW) Fidel Salvador, Jr.



GRADUATES

July—November 2022



NEC - U33A Inside Machinist

MR2 (SW/AW) Kyle Byrd
MR3 Paul Dinter
MR2 (SW) Tristen Yang



NEC - U34A Outside Machinist

MM2 (SW/AW) Ajahney Brown

NEC - U39A Outside Electrical Repair Technician

EM2 (SW/AW) Erica Scott
EM1 (SW) Adolfo Ang
EM1 (SW) Kingbernard Bungubung
GSE1 (SW) Enrique Delacueva, Jr.
EM2 (SW/AW) Zyrabelle Domantay
EM1 (SW/AW) Andrea Escobarpineda
EMC (SW) Adam Her
EM2 (SW) Jonathan Orellana
EM2 (SW/AW) Joshua Ounlokham
EM2 (SW) Hayden Toebe
EM2 (SW) Robert Welden

NEC - U40A Inside Electrical Repair Technician

EM1 (SW/IW) Vhanne Carpio
EM1 (SW/AW) Elijah Joshua Cruz
EM1 (SW/AW) Andrea Escobarpineda
EM2 (SW) Jayson Ngatunyi
EM2 (SW) Allan Ohando
EM3 (SW) Angela Rivera

NEC - U47A Shipfitter

HT2 (SW/AW) Devin Brock
HT2 (SW) Marcos Marmolejo
HT2 (SW) David Watson

NEC - U54A General Shipboard Welder/Brazer

HT1 Joseph Dicaro
HT2 (SW) Anthony Erdmann
HT3 (SW) Sarhay Hernandezramos

NEC - V82B Interior Communications Repair Technician

IC2 (SW/AW/IW) Devin Cue
IC2 Zachary Huntington
IC2 (SW) Frank Mora
IC2 (SW) Julian Ramirez

NEC - 860A Corrosion Control Program Technician

GM2 (SW) Devante King
GM2 (SW/EXW) Breanna Thweatt
GM2 (SW) Natalie Flores

NEC - V15C Phalanx Gun & Ammunition Handling System Repair Technician

FC1 (SW) Jonah Brooks
FC1 (SW/AW) Enrique Huanaco



Trident Refit Facility Bangor, WA

NEC - 736B Pump Repair Technician

MMC (SW/AW) Benjamin Gicheru
MM2 (SW) Jessica Leslie
MM2 (SW) Leo Green
MMC (SW/AW) Yara Heinks

NEC - 761A Hydraulic Repair Technician

MM2 (SW) Lance Bulley
MMC (SW) Nicholas Diehl
EM1 (SW/AW) Jamie Norris
MM1 (SW) Meghan Ortizpacheco

NEC - U34A Valve Repair Technician

MM2 (SW) Sean Arbogast
MM1 (SW) Abigael Morimoto

NEC - U18A Heat Exchanger Repair Technician

MM1 (SW) Mitchell Eladhari
MMC (SW/AW) Cristofer Mimiaga
MM1 (SW) Alexander Stevens

NEC - U39A Outside Electrical Repair Technician

EM2 (SW) Ryan Dickison
EM2 (SW/AW) Jordan Dixon
EM2 (SW/AW) Samuel Hill
EM1 (SW) Erik Kutcher
EM2 (SW/AW) Samantha McKitrick
EM1 (SW/AW) William Penuel
EM2 (SW) Ron Vest

NEC - U40A Inside Electrical Repair Technician

EM2 (SW) Jasmine Huff
EM2 (SW) Michael Grimes

NEC - U47A Shipfitter

HTC (SW/AW) Justin Carson

NEC - U52A Pipefitter

HT1 (SW) Jamila Habibullah

NEC - U54A General Shipboard Welder/Brazer

HT2 (SW/AW) Jake Myers
HT1 (SW) Donald Spock, Jr.

NEC - U17A Air Conditioning and Refrigeration

MM2 (SW) Robert Likiak, Jr.

NEC - U33A Inside Machinist

MR2 (SW) David Flowers



GRADUATES

July—November 2022



USS Nimitz (CVN 68)

NEC - U33A Inside Machinist

MR2 (SW) Joshua Fowler



USS Dwight D. Eisenhower (CVN 69)

NEC - 834A Valve Repair Technician

MM2 (SW/AW) Robert Collins
MM3 (SW) Gabriellibritan Estanol
MM1 (SW) Dean Frescura
MM3 John Glenn
MM3 Leonard Jones
MM3 Takenya Thomas

NEC - U54A General Shipboard Welder/Brazer

HT3 Aufarrea Alexander
HT3 Dustin McCurdy
HT3 Ashtyn Winkler



USS John C. Stennis (CVN 74)

NEC - U39A Outside Electrical Repair Technician

EM1 (SW) Joseph Naranjo



USS George H.W. Bush (CVN 77)

NEC - U33A Inside Machinist

MR1 (SW) Ryan Dobler

NEC - U40A Inside Electrical Repair Technician

EM3 (SW/AW) Kevin Vicentesolis

NEC - U54A General Shipboard Welder/Brazer

HT2 (SW) Blake Shermer



USS Frank Cable (AS 40)

NEC - 834A Valve Repair Technician

MM2 (SW/AW/IW) Shawn Sterling

NEC - U47A Shipfitter

HTC (SW) Jonathan Reed



USS Boxer (LHD 4)

NEC - U39A Outside Electrical Repair Technician

EM1 (SW/AW) Jennylyn Armanza
EM3 (SW) Xiushi Li

NEC - U40A Inside Electrical Repair Technician

EM1 (SW) Yanyang Yang



GRADUATES

July—November 2022



USS Makin Island (LHD 8)

NEC - 835A Watertight Closure

Maintenance Tech.

DC3 Wadnelito Andre
DC3 Pierre Lapierre
DC3 Alexander Sarabia



USS San Antonio (LPD 17)

NEC - U39A Outside Electrical

Repair Technician

EM2 (SW) Sib0 Sun



USS John P. Murtha (LPD 26)

NEC - 761A Hydraulic Repair Technician

MMFA Cade Jackson

NEC - 835A Watertight Closure Maintenance Technician

DC3 Roger Aguilar
DCFN George Helferich, II
DC3 Rebecca Summers
DC2 Christian Verzosadelacruz



USS Stethem (DDG 63)

NEC - 835A Watertight Closure

Maintenance Technician

DC1 (SW) Jonson Frais

NEC - U39A Outside Electrical Repair Technician

EM2 (SW) Harrison Allen
EM1 (SW) Pedro Gallegosgarcia



USS Cowpens (CG 63)

NEC - 834A Valve Repair Technician

OS2 (SW) Casey Booth
MM1 (SW) Daniel Calimer
GSM2 (SW) Christian Devereaux



Navy Reserve Surge Maintenance (SurgeMain)

NEC - 834A Valve Repair Technician

MM1 Danny Davidson III
MM2 (SS) Robert Salley

NEC - U47A Shipfitter

HT1 Alexander Estrada



Portsmouth Naval Shipyard Detachment San Diego (PNS DET SD)

NEC - U47A Shipfitter

HT2 (SW/AW) Jonathon Coleman
HT2 (SW) Hunter Moore
HT2 (SW/AW) Donyetta Skinner

NEC - U52A Pipefitter

HT2 (SW/AW) Alysa Masterson



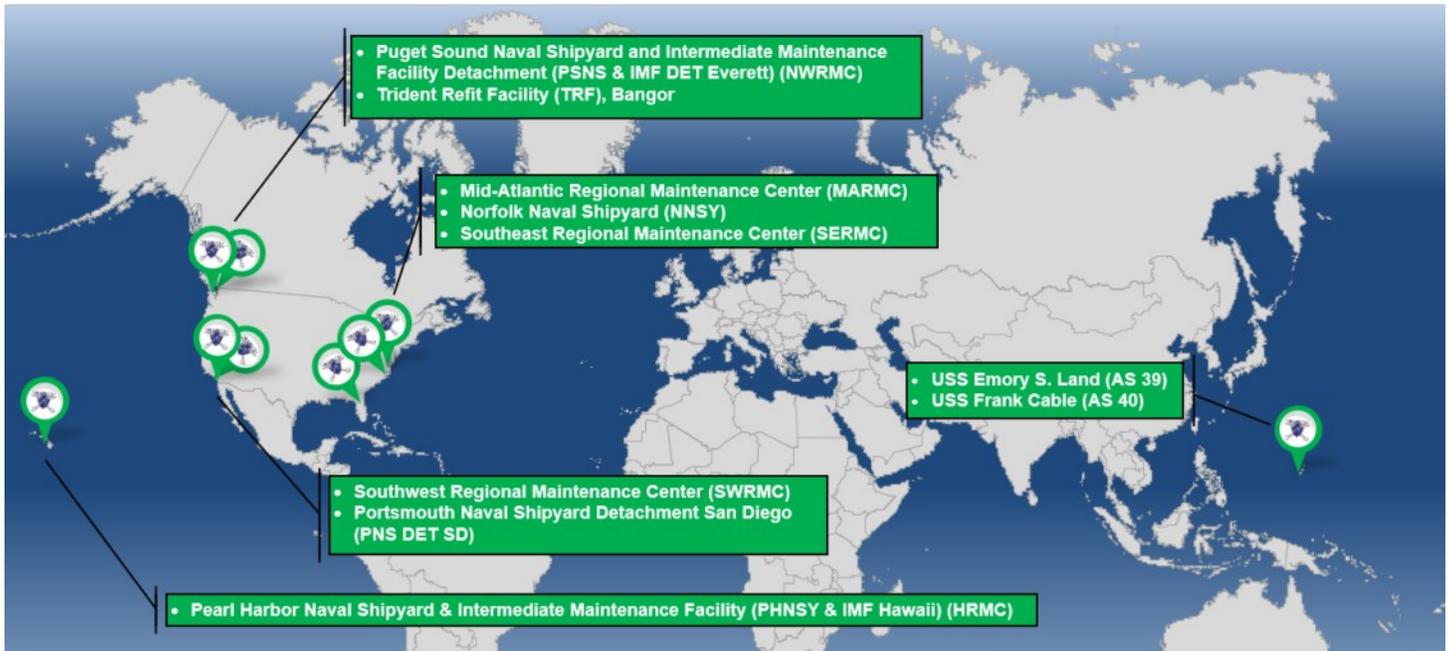
NAMTS Training Available at Various Shore Maintenance Facilities



| NEC | NEC Title | Ratings | MARMC | NNSY | SERMC | SWRMC | PNS DET SD | TRF Bangor | PSNS & IMF Everett | HRMC |
|-----------|--|-------------------------------|-------|------|-------|-------|------------|------------|--------------------|------|
| U17A | Air Conditioning & Refrigeration Technician | MM | X | X | X | X | | X | | X |
| V15C | Phalanx Gun and Ammunition Handling System | FC, GM | X | | X | X | | | X | X |
| 860A | Corrosion Control Program Technician | All Ratings | | | | X | | | | |
| U26A | Diesel Engine, Governor, and Injector Repair | EN | X | X | X | X | | X | | X |
| U08A | Gas Turbine (Mechanical) Repair Technician | GS, GSE, GSM | X | | X | X | | | X | X |
| U11A | Gas Turbine (Electrical) Repair Technician | GS, GSE | X | | X | X | | | X | X |
| U18A | Heat Exchanger Repair Technician | DC, EN, GSM, MM | X | | X | | | X | X | X |
| 761A | Hydraulics Repair Technician | ABE, ABF, GS, GSE, GSM, MM | | X | | | | X | X | X |
| U40A | Inside Electrical Repair Technician | EM | | X | X | X | | X | X | X |
| U33A | Inside Machinist | MR | X | X | X | X | X | X | X | |
| V82B | Interior Communications Repair Technician | EM, ET, IC | | | X | X | | | X | |
| U39A | Outside Electrical Repair Technician | EM, GS, GSE | X | X | X | X | | X | X | X |
| U34A | Outside Machinist | GS, GSM, MM, MR | X | | X | X | | X | X | |
| U52A | Pipefitter | HT | X | | X | X | X | X | X | |
| 736B | Pump Repair Technician | ABE, ABF, DC, EN, GSM, MM, MR | X | X | X | X | X | X | X | |
| 797A | Rigger/Weight Tester | All Ratings | X | | X | X | | X | X | X |
| 719B | Shipboard Calibration Coordinator | EM, EN, ET, GSE, GSM, IC, MM | X | | | | | | | |
| U47A | Shipfitter | HT | X | X | X | X | X | X | X | X |
| 834A | Valve Repair Technician | All Ratings | X | X | X | X | X | X | X | X |
| 835A | Watertight Closure Maintenance Technician | All Ratings | X | | X | X | | X | X | X |
| U54A | General Shipboard Welder/Brazer | HT | X | X | X | X | | X | | |
| (Pending) | Computer Numerical Control | MR | | | | X | | | | |



NAMTS Training is Available at these Facilities



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

- Mid-Atlantic Regional Maintenance Center (MARMC)
- Norfolk Naval Shipyard (NNSY)
- Southeast Regional Maintenance Center (SERMC)

- USS Emory S. Land (AS 39)
- USS Frank Cable (AS 40)

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

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

- ### West Coast Afloat
- USS Nimitz (CVN 68)
 - USS Carl Vinson (CVN 70)
 - USS Theodore Roosevelt (CVN 71)
 - USS Abraham Lincoln (CVN 72)
 - USS Ronald Reagan (CVN 76)
 - USS America (LHA 6)
 - USS Tripoli (LHA 7)
 - USS Essex (LHD 2)
 - USS Boxer (LHD 4)
 - USS Makin Island (LHD 8)
 - USS Sommerset (LPD 25)
 - USS John P. Murtha (LPD 26)
 - USS Germantown (LSD 42)
 - USS Rushmore (LSD 47)
 - USS Harpers Ferry (LSD 49)
 - USS Pearl Harbor (LSD 52)
 - USS Stethem (DDG 63)
 - USS Cowpens (CG 63)
 - Assault Craft Unit One (ACU 1)

- ### East Coast Afloat
- USS Dwight D. Eisenhower (CVN 69)
 - 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 Wasp (LHD 1)
 - USS Kearsarge (LHD 3)
 - USS Bataan (LHD 5)
 - USS Iwo Jima (LHD 7)
 - USS San Antonio (LPD 17)
 - USS Mesa Verde (LPD 19)
 - USS Arlington (LPD 24)
 - USS Ft. Lauderdale (LPD 28)
 - USS Tortuga (LSD 46)
 - USS Carter Hall (LSD 50)
 - USS Jason Dunham (DDG 109)
 - Assault Craft Unit Two (ACU 2)
 - Assault Craft Unit Four (ACU 4)
 - Auxiliary Floating Dry Dock Dynamic (AFDL 6)





NAMTS Points of Contact



To learn more about the Navy Afloat Maintenance Training Strategy (NAMTS) Program and how you or your Sailors can get involved, please contact your nearest Regional NAMTS Coordinator, Afloat NAMTS Coordinator, or CNRMC by using the information listed below:

| | |
|--|----------------------|
| CNRMC - Code 900 Director, I-Level Production | (757) 400-0090 |
| CNRMC - Code 910 I-Level Maintenance & Production | (757) 400-2127 |
| CNRMC - Code 920 I-Level Programs/Knowledge Management | (757) 400-2486 |
| CNRMC - Code 930 Sailor Professional Development Program Manager | (757) 400-2103 |
| CNRMC - Code 931 Assistant Sailor Professional Development Manager | (757) 400-2467 |
| NAMTS Contract Program Manager | (757) 578- 5448 |
| NAMTS Assistant Contract Program Manager/Afloat Lead | (757) 578-5179 |
| NAMTS RNC Lead | (757) 500-4630 |
| NATA Scheduler/Coordinator | (757) 578-5342 |
| RNC- Trident Refit Facility, Bangor | (360) 315-1800 |
| RNC - Mid-Atlantic Regional Maintenance Center (MARMC) | (757) 400-2619 |
| RNC - Norfolk Naval Shipyard (NNSY) | (757) 400-2620 |
| RNC - Southeast Regional Maintenance Center (SERMC) | (904) 270-5126 x5464 |
| RNC - Puget Sound Naval Shipyard & Intermediate Maintenance Facility (Everett) | (425) 304-5507 |
| RNC - Southwest Regional Maintenance Center (SWRMC) | (619) 571-8109 |
| RNC - Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility | (808) 473-8000 x6357 |
| Industrial Plant Equipment - Lead | (757) 400-2208 |
| Instructional Systems Designer | (757) 470-5934 |
| Corrosion Control Program Manager | (757) 400-2466 |
| NAMTS Public Affairs | (757) 500-4713 |



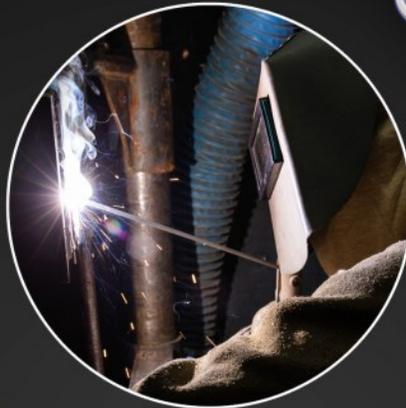
NAMTS Points of Contact



To contact our Afloat NAMTS team, reach out using the corresponding phone number below:

| | |
|---|---------------------------------------|
| NAMTS Assistant Contract Program Manager/ Afloat Lead | (757) 578-5179 |
| NAMTS Afloat Training Activity (NATA) Scheduler/ Coordinator | (757) 578-5341 |
| Afloat NAMTS Coordinator Lead | (757) 226-8860 |
| Afloat NAMTS Coordinator (Guam) | Remote support by ANC East or West |
| Afloat NAMTS Coordinator (West) | (619) 259-2278 |
| Watertight Closure / CSMP / 3M / Core (East) | (757) 735-1398 |
| Inside Machinist SME (East) | (904) 339-1712 |
| Structural SME (East) | (757) 373-4016 |
| Outside Machinery SME (East) | (757) 469-2332 |
| Electrical SME (East) & Team Lead | (757) 578-5139 |
| Outside Machinery SME (East) | (757) 351-3111 |
| Watertight Closure / CSMP / 3M / Core (West) | (619) 259-2014 |
| Inside Machinist SME (West) | (619) 259-2240 |
| Outside Machinist SME (West) & Team Lead | (619) 292-2298 |
| Outside Machinist SME (West) | (619) 259-2528 |
| Electrical SME (West) | (619) 259-2790 |

***It's a new year!
Are you up for
a challenge?***



**OPPORTUNITY
IS CALLING.
WILL YOU ANSWER?**



ACCEPT



DECLINE



Contact your Command NAMTS JQR Coordinator today!

NAMTS

U.S.

NAVY

