NAVY AFLOAT MAINTENANCE TRAINING STRATEGY

NAMTS NEWS

61st Edition, July 2025

NAMTS
U.S. NAVY
APPRENTICE JOURNEYMAN MASTER
FORGING MAINTENANCE WARRIORS

SUPPORTING FLEET SELF-SUSTAINMENT

IRAT/CSRAT
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SKILLED WORKFORCE

SHIPBOARD REPAIRS

In this issue:

Welcome to the 61st 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://www.navsea.navy.mil/Home/RMC/CNRMC/Our-Programs/NAMTS/

NAMTS

Navy Afloat Maintenance Training Strategy (NAMTS) was established in 1996 by the CNO to improve battlegroup 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 nearly 50 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, NSY, TRF or designated afloat command, NAMTS trains Sailors in 26 different Journeymen Level Repair and Maintenance Technician 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.

NAMTS News is brought to you by:

Rear Admiral Daniel L. Lannaman, USN
Commander, Navy Regional Maintenance Center (CNRMC)

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

Douglas Marshall
Deputy Director, Navy Regional Maintenance Center

CMDCM Demetric Hairston
Command Master Chief, Navy Regional Maintenance Center

Chris Laporte
I-Level Production Manager (C910)

Richard Martel
LCS Maintenance Execution Team (MET) Program Manager (C800)

Scott Buchanan
Programs - Industrial Plant Equipment Procurement, Underwater Ship's Husbandry (C920) and Sailor Professional Development Manager (C930)

Timothy Jones
Assistant Sailor Professional Development Manager (C931)

Kevin Bond
NAMTS Project Manager

Grabiela Quinones
NAMTS Assistant Project Manager

Kat Ciesielski
NAMTS Public Affairs

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NAMTS News Contents

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

Navy Regional Maintenance Center Holds Change of Command

By Team Ships Public Affairs

NORFOLK – Rear Adm. Dan Lannamann relieved Rear Adm. William Greene as Commander, Navy Regional Maintenance Center (CNRMC) at Naval Station Norfolk, Virginia, during a ceremony presided over by Vice Adm. James P. Downey, commander, Naval Sea Systems Command (NAVSEA), March 12.

Prior to transferring command to Lannamann, Greene served as commander for both CNRMC and Surface Ship Maintenance, Modernization, and Sustainment (NAVSEA 21) since Aug 2023. Under his leadership, the organization has transformed how the Navy plans and executes depot availabilities. On-time completion rates for Chief of Naval Operations depot availabilities climbed from 41% in fiscal year 2023 to 65% in fiscal year 2024. Greene also implemented surface maintenance acquisition strategies that help evolve and enhance repair capabilities and improve operational readiness.

"This is a great day for the Surface Sustainment Enterprise, and I want to thank Vice Adm. Downey for his leadership in championing this positive change. We have a great team working on surface maintenance, modernization, and sustainment challenges and this will allow additional focused leadership attention in these critical areas," said Rear Adm. Bill Greene. "Going forward, SEA 21 and CNRMC will remain closely coupled and I'm looking forward to working with Dan to continue to drive progress on key improvement initiatives across the board."

This formal return to separate leadership enables the CNRMC commander to focus on initiatives and actions to optimize readiness generation, a key line of effort in NAVSEA's Enterprise Strategy. Lannamann is an Engineering Duty Officer, who most recently served as the Acting Commanding Officer, U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center. His previous assignments include Commanding Officer, Mid-Atlantic Regional Maintenance Center; Executive Director, Navy Regional Maintenance Center; and Program Manager, Carrier Planning Activity. As commander, Lannamann will build on CNRMC's progress to optimize availability processes and continue to drive rigor and efficiency within the surface maintenance enterprise.

Lannamann noted that the people of CNRMC are the heart and soul of the command and their excellence is foundational to the organization's success. "Together, we deliver material readiness essential to the Navy's ability to fight and win," said Lannamann. "Combat readiness starts with all of you. We, this command and the Navy's

Regional Maintenance Centers, exist to ensure the on-time delivery of fully mission-capable combat warships."

The two offices will remain closely aligned in support of the surface sustainment enterprise as Rear Adm. Greene continues to serve as the director for NAVSEA 21.

"No discussion of the world's most powerful surface Navy can begin without reflecting on the work of SEA 21 and the RMCs," said Downey. "Their expertise and skill continue to keep our surface fleet modernized, maintained and sustained, enabling them to deploy and to stay at sea to meet their mission. It is because of these teams that our surface ships are in the fight."

CNRMC oversees the operations of RMCs in their execution of surface ship maintenance, modernization and sustainment. The RMCs, located in Norfolk, Virginia; Mayport, Florida; San Diego, California; Naples, Italy; Rota, Spain; Manama, Bahrain; Sasebo and Yokosuka, Japan; and Singapore, are responsible for coordinating depot- and intermediate-level maintenance of the Navy's surface fleet.

CNRMC is also responsible for the coordination of contracts management and oversight, technical assist, and intermediate-level maintenance activities at Northwest RMC at Puget Sound Naval Shipyard, Washington; and Hawaii RMC, embedded in the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility.

SEA 21 is the dedicated life-cycle management organization for the Navy's in-service surface ships and is responsible for managing critical modernization, maintenance, training and inactivation programs. SEA 21 provides wholeness to the Fleet by serving as the primary technical interface, ensuring surface ships are modernized with the latest technologies and remain mission relevant throughout each ship's service life. The organization also maintains inactive ships for future disposal, donation, or transfer, to include follow-on technical support to our partner navies.

For more on the NAVSEA Enterprise visit: www.navsea.navy.mil

View from the Bridge

Team,

It's an incredible honor to join this outstanding team as your Commander. I want to begin by extending my deep appreciation to RADM Bill Greene for his steadfast leadership, strategic vision, and unwavering commitment to our people and mission. Our recent Change of Command ceremony was not just a transition—it was a celebration of the vital work you do every day to keep our Navy ready. As I step into this role, I want to be clear about where we're headed and how we'll get there - together.

Our People and Our Culture Come First.

Everything starts with our people. Whether you're a civilian, Sailor, OR contractor, you are the mission. We must foster a culture of respect, teamwork, growth, and well-being. Taking care of each other is not a side task - it's the foundation of our success.

Accountability and Excellence - Get Ships Out On Time.

Our North Star remains crystal clear: On-Time Readiness. We must be laser-focused on delivering ships out of availabilities on schedule, every time. Delays affect Fleet operations, readiness, and trust. I expect us to hold ourselves and our teams accountable while raising the bar on execution.

Alignment Across the Enterprise.

We are one enterprise. From CNRMC to every RMC - MARMC, SWRMC, SERMC, NWRMC, HRMC, FDRMC, SRF-JRMC - we must operate in sync. That means shared goals, transparent communication, and a unified strategy.

Support the Fleet Relentlessly.

Everything we do is in direct support of the Fleet. From contract oversight to intermediate-level maintenance, from FTA support to TSRAs - we are the engine that drives operational readiness. Our work keeps our ships—and our Navy—lethal, agile, and deployed.

Sharpen Contract Management Oversight.

CMO is not just a process - it's a warfighting enabler. We will demand greater discipline, clearer expectations, and tighter execution. We'll partner closely with industry, but we'll always hold the line on quality, safety, and performance.

Elevate FTA and TSRA Impact.

Fleet Technical Assistance and Total Ship Readiness Assessments are force multipliers. They give us insight, identify risk, and enable course correction. We will strengthen these tools and ensure they're delivering value where and when it matters most.

Rear Admiral Daniel Lannaman

Commander, Navy Regional Maintenance Center
Director, Surface Ship Maintenance, Modernization, and Sustainment

Advance Intermediate-Level Maintenance.

Our I-Level maintenance capability is critical - often the first and last line of defense. We will invest in it, refine it, and ensure it's tightly integrated with depot-level and shipboard maintenance efforts. Sailors at sea need to know how to maintain their equipment, which is why the Navy Afloat Maintenance Training Strategy (NAMTS) is such a critical component of their RMC experience.

Remove Barriers to RMC Success.

I want to hear from you—what's working, what's not, and where the friction is. My job is to clear the way for you to do yours. Whether it's resources, tools, policy, or leadership, I am committed to removing barriers and empowering every RMC to thrive.

In the weeks ahead, I'll be on the road, meeting as many of you as I can. I want to hear your ideas, see your work firsthand, and understand how I can support you.

Let's stay aligned, stay focused, and continue delivering excellence to the Fleet.

Keep pressing!

RDML Dan Lannaman

Commander, Navy Regional Maintenance Center

Maintenance Warriors,

Having just taken over as the Navy Afloat Maintenance Training Strategy (NAMTS) Program Manager due to the rapid retirement (DRP) of our long-time Program Manager, I'd like to take the time in this message to heartily thank Mr. Gerald "Jerry" Schrage for 10 years of loyal dedication and leadership for the program. Jerry took over the program in 2015 and was able to grow and professionalize the program to the point we are at!

The Current NAMTS environment boasts, seven RMC programs, 50 Afloat NAMTS command programs, over 2,557 enrolled Sailors, 3,039 NAMTS Sailors assigned in the fleet (6,246 NECs in the Navy overall) and we are averaging 1,025 NECs awarded annually (over the last 5 years). All of this is done through the dedicated efforts of the command support teams both ashore and afloat as well as our contractor support team. It should fill us all with a sense of pride at our ongoing accomplishments and motivation to continue to grow and professionalize the program as we provide competent and confident NAMTS qualified Sailors back to the fleet!

We've all seen how critical shipboard maintenance is to fleet readiness and how quickly an underway repair can become the difference between mission success and mission failure. NAMTS builds that competence at both our repair facilities and afloat with the fleet providing increased technical aptitude and repair capability to the Strike Force Intermediate Maintenance Activity (SFIMA) across each strike group as they train and deploy in support of our National Interests. Our current, increasingly active deployments due to ongoing conflict around the globe demand nothing less than effective SFIMA with our NAMTS Sailors leading the Maintenance Warrior charge!

To our junior Sailors: NAMTS is more than training; it's a launchpad for your technical and professional growth. You're not just learning how to turn wrenches; you're mastering the systems that keep your ship in the fight. Each NEC you earn makes you more capable, more confident, and more competitive as you advance in your career.

To our senior Sailors and maintenance leaders: NAMTS empowers you to pass down your expertise, mentor the next generation, and build stronger maintenance teams. It allows your shop to respond quickly and decisively to material issues, reducing downtime and making your ship more self-sufficient while deployed. That's the kind of resilience our Navy needs at sea.

To our COs, XOs, and CMCs: NAMTS is not just a technical program, it's a strategic investment in your ship's operational endurance. It builds a culture where Sailors take ownership of readiness. It ensures that your team can carry out intermediate-level repairs without waiting for depot support or pulling into port. In today's operating environment, where contested logistics and forward presence are the norm, self-sufficiency isn't just a goal, it's a requirement!

NAMTS-certified Sailors are more than just maintainers, they're force enablers. This program aligns directly with our Navy's strategic vision: developing warfighters who are technically proficient, operationally ready, and resilient in any environment. When you invest in NAMTS, you're building a crew that's ready to sustain the fight, not just respond to it.

Now, to our industry partners: your contributions are equally critical. The success of NAMTS relies on the strong collaboration between the fleet and the private sector. Whether you're helping to design training modules, supplying technical manuals, providing mobile trainers, or engineering solutions to emerging challenges, your work directly strengthens our Sailors and our ships.

Your innovation fuels our advancement. Your technical expertise helps set the standard. And your commitment to supporting the warfighter ensures that programs like NAMTS remain current, relevant, and impactful. You are a force multiplier, quietly but powerfully enabling fleet readiness from the Regional Maintenance Center to the sea.

We are in this together. And as we look toward the future, we must continue to build on this partnership, across commands, across services, and across industries. NAMTS is not just a program, it is a mindset, one that reflects our shared commitment to operational excellence and warfighting readiness. Let's keep developing capable Sailors. Let's keep building resilient ships. And let's continue working side by side to keep this Navy always ready, anytime, anywhere.

Thank you all for your dedicated efforts on behalf of our Fleet Warfighting Readiness!

Scott Buchanan

CNRMC Sailor Professional Development Manager,
NAMTS Program Manager

Mastering Diesel Repair: NAMTS at Norfolk Naval Shipyard

By Ashley Yahnel, Regional NAMTS Coordinator

Norfolk Naval Shipyard (NNSY) has a long and storied history of training Sailors and civilians alike to provide a continuous supply of skilled tradesman, all working together to support U.S. Navy assets as they rotate through their maintenance availabilities. For over 250 years, NNSY has blended hands-on experience, over the shoulder instruction, and mentorship to produce quality work and production for America's Shipyard. Today, the Navy Afloat Maintenance Training Strategy (NAMTS) program at NNSY embodies these very same principles to train its Sailors in over a dozen skill areas designed to enhance the Navy's self-sufficiency in maintenance and repair.

One of the best examples of NAMTS training at NNSY is conducted in the Diesel Repair Shop where civilian and military subject matter experts work together to teach Sailors participating in NAMTS various diesel fundamentals and maintenance procedures. NAMTS Diesel Repair training covers major components such as fuel delivery, lubrication, cooling, and electrical output. This comprehensive approach equips Sailors with the skills needed to maintain and repair specific diesel equipment onboard naval ships such as generators and prime movers.

Sailors enrolled in the NAMTS program begin their training with hands-on instruction through mentorship, covering topics like fuel flow, cooling functions, lubrication, and more. This instruction is reinforced by on-the-job training (OJT) where they address real-time mechanical and electrical issues such as fuel filter malfunctions, oil pump failures, and engine misalignments. These Sailors also tie their training into preventative maintenance like oil and coolant level analysis and fuel system inspections.

By the end of their NAMTS training, Sailors earn their respective NAMTS Navy Enlisted Classification (NEC) in diesel repair strategies and are well-equipped to conduct independent inspections, manage repairs, and ensure the readiness of diesel systems. These skills are critical to maintaining fleet operational capabilities and ensuring diesel engines and generators are ready to perform when necessary.

Personnel are working on a cold iron plant and are re-attaching the jacket water elbows on eight cylinders of the number three emergency diesel generator (EDG), which is tagged-out, aboard USS Dwight D. Eisenhower (CVN 69). Those involved with the project included Tim Dawley, MM3 Justin Buczek, MM3 Elvin Tapia, EN3 Aurora Moon, EN2 Kayci Ruiz, EN1 Alexander Martinez-Aguilar, MMFN Mariah Kanuho, and MMFN Nick Corvarrubio. (Photo by EN2 (SW/AW) Courtney Strength.)

(L-R): EN2(SW/AW) Courtney Strength, EN1(SCW) Rafael Mora-Macedo, EN1(SW) Alejandra Baxter and EN1(SW/AW) Jermel Langley. (Photo by Ashley Yahnel.)

A great example of NAMTS diesel repair training was shown aboard USS Dwight D. Eisenhower (CVN 69) where the NNSY Diesel Shop was tasked to rethread and inspect approximately 128 Emergency Diesel Generator (EDG) airbox covers. These airbox covers are an important safety mechanism that exhausts excessive air pressures to prevent crankcase explosions. While replacing these airbox covers, additional leaks were discovered within the engine's cooling jacket that led to additional repairs. If not corrected, the water and chemical inhibitors utilized for cooling the oil within the engine becomes highly corrosive to the exterior of the engine. NNSY Sailors EN2(SW/AW) Courtney Strength, EN1(SCW) Rafael Mora-Macedo, and EN1(SW) John Koeppe, working with the Reactor Auxiliary (RA) Division aboard Dwight D. Eisenhower, utilized the skills they learned through the NAMTS program to safely and effectively address these issues. "It was really cool to work with the shipboard Sailors," stated EN1 Mora-Macedo. "We all had different levels of knowledge and varying experiences, so we used mentorship and teamwork to reinforce diesel repair principles and tie it all in with our NAMTS knowledge."

The NAMTS program at NNSY continues to play an essential role in training Sailors to effectively maintain and repair critical systems, such as the EDGs, to ensure operational readiness through a structured combination of hands-on effort, mentorship, and on-the-job instruction. The collaboration of NNSY's Diesel Shop and shipboard Sailors not only preserves the integrity of vital equipment, but also fosters teamwork, leadership, and a shared commitment to ensuring fleet readiness. The NAMTS program plays a pivotal role to bridge the gap in specialized knowledge and ensure that the Navy remains capable and prepared to meet operational demands, regardless of the challenges that arise.

Mission Ready: NAMTS-Trained Sailors Ensure Operational Readiness

By Lisa Croissette, Regional NAMTS Coordinator

At the Mid Atlantic Regional Maintenance Center (MARMC), the Navy Afloat Maintenance Training Strategy (NAMTS) plays a crucial role in preparing Sailors for the demanding challenges they face while serving in the fleet. Focused on hands-on, practical training, NAMTS equips Sailors with the skills needed for high-pressure maintenance tasks in real-world environments. This specialized training ensures that Sailors can maintain the complex systems aboard Navy vessels, enhancing operational readiness and mission preparedness.

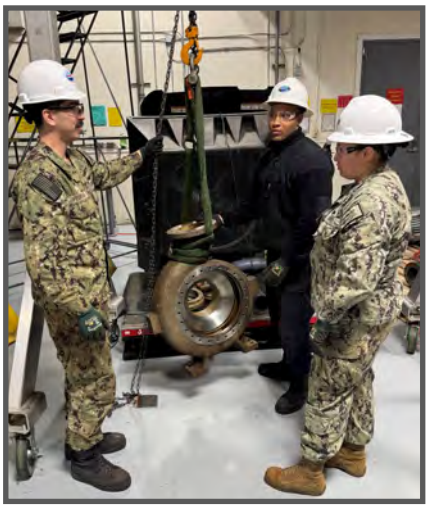
In late 2024, USS Tortuga (LHD 46) reached out to MARMC's Rigging Shop for assistance with installing a vital component of the Close-In Weapon System (CIWS), the Environmental Control Group (ECG). Without a functioning ECG, the CIWS cannot operate, making this a critical, time-sensitive task.

A team of MARMC Sailors, including BM2 (SW) Asahiah Grimes, BM2(SW/AW) Darrell Joyner, BM2 (SW/AW) John Pedraza, and BM2 (SW) Kateri Vizcarra, was assigned to the mission. The team faced challenges in navigating tight spaces and working in difficult angles to mount the cooling unit to the CIWS. "Safety was our top priority," explained BM2 Grimes. "The second something became potentially hazardous, we had to reset and find a new solution."

For BM2 Vizcarra, earning her NAMTS Navy Enlisted Classification (NEC) for Rigger/Weight Tester has helped build confidence and knowledge, which proved invaluable in this operation. "It has really helped me build a stronger foundation," she said. The success of this repair was not just individual effort, but teamwork. Each Sailor brought something essential to the table.

(L-R) BM2(SW/AW) John Pedraza,BM2(SW) Asahiah Grimes, and BM2(SW) Kateri Vizcarra work with the MARMC pump shop to complete jobs. (Photo by Felicia Reid.)

Once the ECG cooling unit was successfully mounted, USS Tortuga leadership praised the MARMC team's excellent work, recognizing them for not only installing the unit but also assisting in completing a major repair. The ship's Commanding Officer, Commander Valerie Broznak, awarded the team a Bravo Zulu (BZ) for their outstanding contributions.



(L-R) BM2(SW/AW) John Pedraza, BM2(SW) Asahiah Grimes, and BM2(SW) Kateri Vizcarra work with the MARMC pump shop to complete jobs. (Photo by Felicia Reid.)

This successful repair highlights the effectiveness of NAMTS in fostering Sailors who are equipped to handle complex, high-pressure situations. The teamwork, technical expertise, and resourcefulness displayed by these Sailors exemplify the program's impact, ensuring the fleet remains ready to meet any mission demands.

(L-R) BM2(SW/AW) John Pedraza,BM2(SW) Asahiah Grimes, and BM2(SW) Kateri Vizcarra work with the MARMC pump shop to complete jobs. (Photo by Felicia Reid.)

SERMC Strengthens Fleet Readiness through Maintenance Assist Teams and NAMTS

Article and photo by Scott Curtis, SERMC Public Affairs

Preventative maintenance positively impacts surface ship combat readiness. To keep preventative maintenance checks on time and accomplished the right way, facilities like Southeast Regional Maintenance Center (SERMC) use programs like Navy Afloat Maintenance Training Strategy (NAMTS) and specialized Maintenance Assist Teams (MAT) to keep the fleet fit to fight.

SERMC's Watertight Door and Closure Shop is currently aboard USS Lassen (DDG 82) conducting assessments on the ships' various doors, hatches and scuttles with repairs to follow shortly after.

Joining the Water Tight Door MAT (WTD MAT) with SERMC's NAMTS program supports the Chief of Naval Operations (CNO) Navigation Plan by ensuring the fleet can deliver decisive combat power anywhere in the world at any time. The SERMC MAT team teaches institutional knowledge to fleet Sailors so they can maintain their equipment independently.

"Teaming up with other Sailors on the waterfront has a very positive impact on our mission," said Capt. Kiah Rahming, Commanding Officer at SERMC. "The qualifications the Sailors earn means the ship can make critical repairs while on deployment that would typically require the ship to pull into port. When that knowledge is shared with other Sailors aboard Lassen the cascading effect has a huge impact on the ship's ability to stay combat ready while forward deployed."

Many of SERMC's Sailors participating in the MAT will complete their NAMTS Job Qualification Requirements (JQR) through the challenging process. SERMC Sailors and Civilians sign off the qualifications then the Sailor receives the NEC after passing a pre-test, post-test and oral board.

"When we're on a MAT, we do a deep dive into the different maintenance components like locking mechanisms, wedge seals, hinges and bushings, which are all key to the integrity of hatches, and that goes hand-in-hand with NAMTS," said Damage Controlman 3rd Class Christopher Combs of SERMC.

"Some of the worst case scenarios at sea are fires and flooding, and if the doors and hatches are properly maintained, they seal tightly to prevent these threats from spreading," Combs added.

"The NAMTS program is important to keeping the ships combat ready, but it can also make a difference when it comes to advancement, even to Chief Petty Officer. We had an example here last year where earning a NAMTS NEC, I believe, put a Sailor who was struggling to make Chief over the top, and she finally put anchors on, definitely one of the highlights of my career," said SERMC's NAMTS Coordinator, Osbert N. Teekasingh.

Last year SERMC enrolled 293 Sailors into the NAMTS program and 238 Sailors completed their first NAMTS Navy Enlisted Classification (NEC). Nineteen Sailors earned their second NAMTS NEC and four others earned an impressive third NAMTS NEC.

Damage Controlman 3rd Class Christopher Combs, left, supervises a USS LASSEN (DDG 82) Sailor performing a chalk test on a watertight scuttle. A chalk test involves cleaning the knife edge on the base then applying chalk and closing the door. Once complete the chalk line imprint on the gasket should be continuous. Although not foolproof, the chalk test provides a good baseline of the door's initial status that Sailors can then use to diagnose and repair issues with the locking mechanism and other components.

Forging Maintenance Warriors: A Sailor's Journey Through NAMTS and Beyond

Article and photo by Scott Curtis, SERMC Public Affairs

For one SERMC Sailor the pursuit of technical mastery and personal development isn't just about following a planned career path, it's a calling. With over two decades of service and a collection of Navy Enlisted Classifications (NECs) earned through the Navy Afloat Maintenance Training Strategy (NAMTS), Engineman 1st Class Christopher Sherow's voyage is a testament to resilience, determination, and the power of hands-on learning. The hard work is paying dividends as Sherow was just selected as the Naval Sea Systems Command (NAVSEA) Sailor of the Year for 2024.

Since joining the Navy under the undesignated Seaman program, the Dallas native has evolved into a seasoned Engineman, maintenance expert, mentor, and operational leader. His drive to earn multiple NAMTS NECs stems from a deep commitment to material readiness and operational self-sufficiency of our ships.

Among his accomplishments are the U26A Diesel Engine, Governor, and Injector Repair NEC and the U18A Heat Exchanger Repair NEC. These qualifications signify his dedication, not only to technical excellence but to being a force multiplier.

"The NAMTS program is more than getting qualifications and checking a box, it's transformational," Sherow explained. "NAMTS turns Sailors into true maintenance warriors that take ownership of our gear and are confident to perform complex repairs even during combat. Every NEC I earn strengthens my ability to support the mission, no matter the challenge," Sherow added.

A hands-on learner by nature, Sherow credits the NAMTS program with significantly enhancing his knowledge retention and practical skills. It's an experience that, he says, goes far beyond getting signatures in his book.

Engineman 1st Class Christopher Sherow aboard USS John P. Murtha (LPD 26).

RDML Lannamann presents SERMC's EN1 Christopher Sherrow with Sailor of the Year Award

"Having multiple NECs isn't just about credentials," he says. "It's about being ready to step in, take charge, and ensure that mission-critical systems stay operational. It also means I can train and mentor others to do the same."

That mentorship mindset was shaped in part by early role models, including Lieut. Cmdr. Darel Colbert, a former Engineering Officer aboard USS Tempest (PC 2).

"Lt. Cmdr. Colbert was tough but fair and he taught me the importance of attention to detail and staying informed. His leadership was important because it played a big role in me becoming the Sailor I am today."

Among his most memorable experiences in the Navy was establishing the new Maintenance Execution Team (MET) here, staffed by mostly first-term Sailors. Despite limited resources, the team was tasked with upholding Navy standards and forging a new operational model for accomplishing scheduled maintenance on Freedom-class littoral combat ships.

"The entire experience of establishing the MET at SERMC was challenging and demanding because we were building something new. The first-line leaders we made it a priority to mentor our Sailors and set high standards that would shape all future MET teams. Looking back and knowing how far we've come is very rewarding because we are performing at a very high level and morale is great."

When he was named NAVSEA's Sailor of the Year, Sherow reflected on the recognition with humility and pride. "I had never even been nominated for Sailor of the Quarter before, so this honor means so much to me because it shows that my hard work is appreciated by leadership and hopefully I've set a good example for my Sailors."

Looking ahead, Sherow hopes to earn his anchors, continue mentoring, and prepare for a new chapter post-Navy by pursuing a real estate license through the GI Bill. But before he hangs up his cover, he's focused on building up the next generation of Sailors. His advice to them?

"Take advantage of everything the Navy has to offer, education, training, financial tools. These programs are here to build your personal growth, not just your career. Stay persistent, stay ready, and always lead from the front."

Forging Readiness: USS Farragut Lathe Project Revives Capability, Teaches Sailors, and Saves Costs

By Rick Smith, Afloat NAMTS Coordinator

The Navy recently took advantage of a rare opportunity for lathe and precision salvage training in Mayport, Florida.

In an exceptional showcase of teamwork, innovation, and cost-saving efforts, the installation of a new South Bend Lathe aboard USS Farragut (DDG 99) has not only restored critical repair capabilities but also provided rare and invaluable training opportunities for NAMTS Sailors.

During the ship's 5A1 availability, a concerted effort between General Dynamics, Southeast Regional Maintenance Center (SERMC), and Farragut's Engineering Department led to the successful installation of the lathe via a hull access cut; it was an effort managed with precision and professionalism. The project was overseen by key personnel including Port Engineer Rick Pritchard, Project Manager Bobby Daughtry, Ship Building Specialist Joseph White, Afloat NAMTS Coordinator (ANC) Rick Smith, SERMC's MR1 (SW) William Schroeder, and Farragut's HT1(SW) Chris Dreiling.

Salvage Effort Prevents Waste, Strengthens Fleet Readiness

The legacy unit was scheduled for shipment to Defense Reutilization and Marketing Office (DRMO) for disposal. Recognizing the valuable parts on the equipment, Rick Smith and MR1(SW) William Schroeder salvaged $11,500 worth of critical and hard to find components, many of which are no longer available through the Navy Supply System or the original equipment manufacturer (OEM).

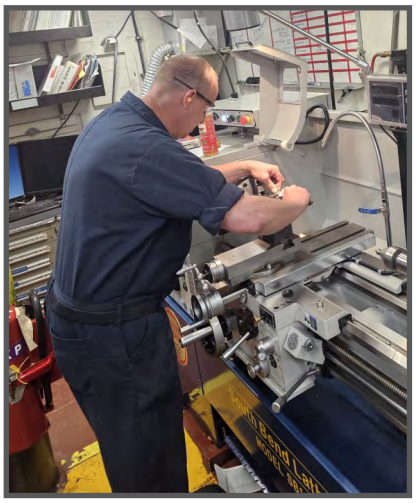
This hands-on effort was more than just a salvage job, it was a master class in lathe functionality. With no formal lathe school in existence, MR1 Schroeder's participation in the project provides future self-sufficiency mentorship opportunities to junior Machinery Repairmen, an initiative fully supported by SERMC's Repair Officer and Civilian Production Department Head. The salvaged parts, which are being stored at Commander Naval Surface Group Southeast (CNSGSE), provide the Commodore with a vital repair-part stockpile, supporting DDG-class South Bend lathes world-wide.

Installation Brings Immediate Capability and Onboard Training

The new lathe was installed aboard Farragut over the course of two days in April and was tested under the mentorship of NAMTS ANC Rick Smith the following day. During operational testing, a General Dynamic Electrician and Smith identified an incorrectly wired Programmable Logic Controller (PLC) box, providing a mentorship opportunity for ship's electricians in the recognition of Variable Drive electronic controller deficiencies. Subsequently, Smith provided mentorship to Ship's Force personnel in the lathe's verification of zero runout and precision alignment, bringing the system to full operational capability at no additional cost. This internal troubleshooting avoided an estimated $2,200 in contractor fees and preserved the ship's maintenance schedule.

Readiness and Return on Investment

- Project Cost: $75,000
- Contractor Cost Avoidance: $2,200+
- Lathe Parts Salvaged: High-failure-rate components unavailable through supply or OEM
- Training Impact: Real-world experience in lathe repair and maintenance
- Operational Readiness: Achieved immediate post-installation at zero added cost
- HT1(SW) Chris Dreiling and his team were mentored in operating and maintaining the equipment, filling a critical capability gap due to an unfilled Machinery Repairman billet aboard.



HT1(SW) Christopher Dreiling learns how to measure distance and read a dial vernier caliper. (Photo by DCFN Julian Gavazzi.)

Leadership Perspective

"In Repair Division, our job is to ensure repairs are made to keep Farragut at her highest level of combat readiness, and maintaining a self-sufficient repair team while at sea is our core value," said Farragut's DCA, LTJG Kyndal Olander. "The opportunities of having the new lathe onboard have ignited a renewed sense of excitement among our Sailors. We are grateful for the invaluable support and guidance of Rick Smith from NAMTS and are fortunate to have capabilities that foster growth and allow Farragut to achieve the Navy's mission with greater success."

Self-Reliant Repair Capability Through Hands-On Experience

Crew members' ability to perform repairs without outside assistance depends on their level of training, the complexity of the failure, and the resources available to them. Well-prepared crews can often restore functionality and maintain the efficiency of their equipment. This lathe replacement and salvage occurrence served as a real-world training scenario, reinforcing the NAMTS mission, delivering crew members who can now handle many problems independently.

External (top) and internal lathe components that were salvaged from the lathe that was headed for disposal. (Photos by Rick Smith.)

The access hull cut in the General Workshop used for lathe removal and installation. (Photo by Rick Smith.)

Empowering the Fleet: Inside Shop 959's Commitment to Sailor Development and Fleet Readiness

Article and photos by Cedric Ridley, Regional NAMTS Coordinator

At the heart of the Southwest Regional Maintenance Center (SWRMC), a small but mighty team of Sailors in the Internal Communications (IC) Shop, known as Shop 959, are making a big impact. Despite its modest size, this group of just seven skilled Sailors plays a vital role in maintaining communication systems across 71 naval ships on the San Diego waterfront while simultaneously fostering fleet readiness through ongoing Sailor development and technical proficiency.

One of the key pillars of Shop 959's success is their unwavering commitment to Sailor professional development, not just within their team but across the broader fleet. As part of the Navy Afloat Maintenance Training Strategy (NAMTS), Shop 959 is tasked with facilitating Journeyman Level technical training and evaluations. The aim? To ensure Sailors meet the rigorous standards required to obtain a NAMTS Interior Communications (IC) Repair Technician Navy Enlistment Classification (NEC).

Since December 2022, Shop 959 has successfully qualified over 20 Sailors from various electrical rates, equipping them with invaluable experience that strengthens the entire fleet. These Sailors return to their respective shops and ships with enhanced technical abilities, prepared to handle any issues that might arise while deployed.

NAMTS utilizes both hands-on training and classroom-based instruction, providing Sailors with a comprehensive understanding of how internal communication systems function and support larger naval operations. By mirroring the NAMTS program's intent to elevate technical capability and vessel autonomy, Shop 959 ensures that Sailors graduate with the knowledge and confidence necessary to tackle new challenges in their careers.

The scope of work for the IC sailors in Shop 959 varies depending on the ship platform and command structure. Their responsibilities are vast, from maintaining and repairing complex communication systems to troubleshooting systems critical for naval operations. As instructors, Shop 959 takes great pride in ensuring that all Sailors enrolling in NAMTS Interior Communications Repair Technician are equipped with the tools to diagnose and fix communication systems on any platform. This hands-on approach not only broadens their skills but also instills a sense of confidence and readiness that can be relied upon in the fleet.

IC1 Kenya Rocha and IC2 Ayers conducting a function test on the Improved Point Detection System (IPDS) for USS Ashland (LSD 48)

ICC Titze conducting formal NAMTS IC Repair Technician training.

Shop 959's work underscores the critical importance of maintaining the operational readiness of communication systems and the value of ongoing sailor development. By focusing on technical training, real-world experience, and cross-platform expertise, the team ensures that every sailor they train is prepared for the challenges that lie ahead—whether troubleshooting complex communication systems or responding to unforeseen mission requirements.

"Being part of the IC NAMTS program has given me a unique opportunity to gain a deeper understanding of the IC world, particularly how the IC rate varies across different platforms in the fleet. Coming from a previous carrier command, I have been able to learn more about the wide range of systems that vary from DDGs, LCS, and amphibious class ships," shared IC1 Kenya Rocha. "The hands-on experience with these varied platforms is a unique experience that I feel can only truly be achieved here at SWRMC through the NAMTS program, and as a result, it has allowed myself and other IC technicians to become more versatile and confident in the rate."

In the world of naval operations, effective communication can mean the difference between success and failure. With dedicated teams like Shop 959, the fleet can be confident that its sailors are ready to face any challenge, ensuring the readiness of the Navy's communications systems and the safety of its personnel for years to come.

Reserve Sailors Earn NAMTS NECs at SWRMC

By Kat Ciesielski, NAMTS Public Affairs

In early January, two Naval Selective Reservists (SELRES) attached to Southwest Regional Maintenance Center (SWRMC) at Naval Reserve Center St. Louis were recognized for having earned a Navy Afloat Maintenance Training Strategy (NAMTS) Navy Enlisted Classification (NEC). EM2(SW) Thomas Hermsdorfer and EM2 Christian Spencer earned the NAMTS Inside Electrical Repair Technician NEC and the NAMTS Outside Electrical Repair Technician NEC respectively.

EM2(SW) Thomas Hermsdorfer

Originally from Waterloo, Illinois, and a current resident of Fairview Heights, IL, Hermsdorfer served in the Navy for eight years before joining the Reserves at the end of his shore duty tour at Naval Station Mayport, where he worked at SERMC. Planning to separate from the Navy, a conversation with his uncle who was a retired Damage Controlman Master Chief Petty Officer (DCCM), convinced Hermsdorfer that staying in the Reserves would be most beneficial in the long term. "After all these years, I'm inclined to say that I am glad that I took his advice," he shared.

EM2(SW) Thomas Hermsdorfer. (Courtesy photo.)

Hermsdorfer first learned of the NAMTS program around 2018 while active duty and stationed at Mayport; during his tour there, he enrolled in the NAMTS Outside Electrical Repair Technician Job Qualification Requirement (JQR) and earned his NEC. After that tour and as a SELRES Sailor, he subsequently re-enrolled in NAMTS again in 2023 and was recently recognized for earning the NAMTS Inside Electrical Repair Technician NEC; after having conquered two NECs, he is considering earning the NAMTS Inside Communications Repair Technician NEC next as he already has an associate's degree in Audio Engineering and would like to enhance his knowledge in that area. Hermsdorfer is currently working towards his Bachelor's of Science degree in Industrial Management and Applied Engineering at Southern Illinois University Carbondale.

"Earning NECs help develop your level of knowledge in a particular trade while improving your chances at advancement," shared Hermsdorfer. "The most valuable thing I got out of earning the NEC is the level of knowledge and confidence within the trade…the task I enjoyed the most was balancing rotors. I got to learn a lot more on how the computer read-out is explained and how to physically add and remove material from the rotors themselves. Eventually, I was able to set up and balance a rotor with little to no assistance on my own," he added.

For any fellow Reservists who are on the fence about enrolling in a JQR, Hermsdorfer says, "Just do it. The leadership at SWRMC is amazing, friendly and very knowledgeable. It's definitely the best investment for both you and your Navy/civilian career."

EM2(SW) Christian Spencer

After completing five years of active duty, including a tour aboard USS Dwight D. Eisenhower (CVN 69) during its 2016 deployment, Spencer felt the absence of Navy life and reenlisted in the Naval Reserves in April 2019. He was mobilized to Puget Sound Naval Shipyard (PSNS) in Bremerton, Washington, in June 2020, for 15 months. Shortly after, he was assigned to SWRMC through Naval Reserve Center St. Louis, where he remains today.


EM2(SW) Christian Spencer (left) is presented with his NAMTS certificate on February 2, 2025, by Commanding Officer of Navy Reserve Southwest Regional Maintenance Center (NR SWRMC) St. Louis, LCDR Hernando Gauto. (Photo by HT1 Brittany Powell.)

Honored for the second quarter of 2024 as Junior Sailor of the Quarter by Navy Reserve Center, St. Louis, and after having earned the NAMTS Outside Electrical Repair Technician this past January, Spencer is interested in earning the NAMTS Inside Electrical Repair Technician NEC next. Although a unit requirement to enroll into the NAMTS program, Spencer was happy to do so as it correlates well with his civilian career. "I'm a third year apprentice inside wireman through the International brotherhood of Electrical Workers (IBEW) Local 309," shared Spencer. "Having the opportunity to go to San Diego and do electrical work on ships again was great; I really enjoy being viewed as a competent member of the team by the Sailors in my shop. NAMTS has sharpened my in-rate knowledge and I really enjoyed having the ability to help with shipboard maintenance while on annual training," he added.

"Congratulations and thank you for all your hard work and dedication," said Naval Reserve SWRMC Region Leading Chief Petty Officer, EMCS(SW) John Penaflor.

"My congratulations to EM2 Hermsdorfer and EM2 Spencer on achieving this very important milestone in their careers! They have demonstrated immense dedication to completing this requirement and have shown what the RMC Reserve Force can accomplish, despite their limited exposure compared to their Active-Duty counterparts," said Commanding Officer, Naval Reserve SurgeMain Nashville, CWO3 Brandon Brake. "I am extremely proud of them and trust that their example will inspire their fellow RMC Reserve Sailors to follow in their footsteps towards effective training and the completion of their NAMTS pipeline."

SWRMC Strengthens U.S.-Australia Naval Ties with Successful Maintenance Availability on HMAS Brisbane

By SWRMC Public Affairs & NAMTS Public Affairs

SAN DIEGO – In a powerful demonstration of international partnership and technical excellence, Southwest Regional Maintenance Center (SWRMC) successfully completed a month-long planned maintenance availability for the Royal Australian Navy's guided-missile destroyer HMAS Brisbane (DDG 41). The availability concluded on October 18, marking another milestone in the growing interoperability between the U.S. Navy and its Australian counterparts.

The visit, part of Brisbane's five-month Indo-Pacific deployment, was hosted at Naval Base San Diego, where SWRMC provided essential intermediate-level maintenance, technical support, and crew training for the Australian vessel. The work included critical repairs, system upgrades, and collaborative knowledge exchange, all of which underscored the shared commitment to readiness and regional security.

"This was an excellent example of 'interchangeability' between the United States Navy and Royal Australian Navy," said Commander Bernard Dobson, Brisbane's commanding officer. "Through our interactions with SWRMC, we have increased our knowledge and identified efficiencies that will strengthen future partnerships across the Indo-Pacific."

The scope of work began on September 16, and included a wide range of technical tasks such as replacing the mechanical seal on a fire pump, overhauling two frozen carriages, performing a hull inspection, conducting watertight door maintenance, and repairing galley equipment. SWRMC teams also 3D-printed custom pad eyes, reverse-engineered unique components, and provided cross-training to the Brisbane's technical departments to enhance onboard maintenance skills.

A key contributor to the effort was Cesar Molina, Product Line Supervisor for SWRMC's Inside Machine Shop (Code 941).

SAN DIEGO – Enrique Huanaco from Southwest Regional Maintenance Center's Ordnance Shop torques bolts on a 20MM Close-in Weapon System housing unit while an Australian Sailor from HMAS Brisbane (DDG 41) assists. While in San Diego last fall, Brisbane completed an availability while the crew engaged in interchangeability efforts at SWRMC. (U.S. Navy photo by Mr. Christopher Menzie/Released.)

Molina led the design and fabrication of custom components such as deck plugs, Baxter bolts, and various 3D-printed polymer parts, many of which required reverse engineering due to the absence of Technical Work Documents (TWDs).

"During the ship check conducted by MR2 Munguia and MR2 Brace, we discovered several components had nonstandard thread profiles and pitches," Molina explained. "We developed prototypes, tested them for fit, form, and function, and once approved, we moved forward with full production. It was truly a team effort."

That teamwork included CNC machinists, additive manufacturing personnel, military and civilian engineers, contractors, and ship leadership. Molina specifically recognized the efforts of MR2 Fernando Munguia, MR2 Jeremy Brace, and other key team members including Jesus Padilla, Fernando Eugenio, Isi-

SAN DIEGO (Dec. 5, 2024) - Rear Adm. Chris Smith, Commander Australian Fleet, Royal Australian Navy, meets with Capt. Brian Karosich, commanding officer of Southwest Regional Maintenance Center (SWRMC). Smith visited SWRMC to talk with leadership and thank Sailors and civilians who participated in interchangeability efforts last fall that included an availability aboard HMAS Brisbane (DDG 41). (U.S. Navy photo by Mr. Christopher Menzie/Released.)

SAN DIEGO - Sailors from the Australian Navy's HMAS Brisbane (DDG 41) pose with members of Southwest Regional Maintenance Center's (SWRMC) Miniature/Microminiature Electronics Repair (2M) shop last fall. While in San Diego, Brisbane completed an availability while the crew engaged in interchangeability efforts at SWRMC. (U.S. Navy photo by Mr. Christopher Menzie/Released.)

SWRMC Strengthens U.S.-Australia Naval Ties with Successful Maintenance Availability on HMAS Brisbane

dro Sanchez, Dayna Salcido, and Alan Furseth for their technical skill and commitment.

PO2 Fernando Munguia, who joined the Navy in 2018, brought significant expertise to the project. A graduate of the Navy Afloat Maintenance Training Strategy (NAMTS) program, Munguia has earned Navy Enlisted Classifications (NECs) for NAMTS Inside Machinist and NAMTS Valve Repair Technician and is currently working on his NAMTS Computer Numerical Control qualification. His contribution to the HMAS Brisbane availability was another example of how NAMTS Sailors are shaping the Navy's maintenance future.

"I enjoyed being hands-on and using my training to solve complex problems," said Munguia. "This availability gave us all the opportunity to apply our skills in a real-world setting and help a valued ally at the same time."

One of the more challenging aspects of the availability was sourcing the correct technical documentation and parts for unfamiliar foreign equipment. For instance, repairing the bridge's window washers required coordination with Australian logistics teams to expedite parts for installation in San Diego.

"Supporting HMAS Brisbane tested our problem-solving abilities and taught us a lot," said Hector Sandoval, the project manager for Brisbane at SWRMC. "We've identified several ways we can improve our support of allied ships, such as improving how we define the scope of work prior to arrival."

Still, the availability was marked by success, collaboration, and mutual respect, a sentiment echoed by leaders on both sides.

SAN DIEGO (Dec. 5, 2024) - Rear Adm. Chris Smith, Commander Australian Fleet, Royal Australian Navy, talks with Cesar Molina, product line supervisor of Southwest Regional Maintenance Center's (SWRMC) Inside Machine Shop, during a tour of SWRMC's production spaces. Smith visited SWRMC to talk with leadership and thank Sailors and civilians who participated in interchangeability efforts last fall that included an availability aboard HMAS Brisbane (DDG 41). (U.S. Navy photo by Mr. Christopher Menzie/Released.)

"This has been a great learning opportunity for both navies and will benefit future joint maintenance efforts," said Lt. Cmdr. Ben Doherty of the Royal Australian Navy.

"In maintaining the U.S. Navy's warfighters, we continually hone our skills," added Capt. Brian Karosich, SWRMC's commanding officer. "This time, we got to demonstrate those skills with an ally, and that's pretty exciting."

SAN DIEGO (Sept. 19, 2024) - The Marine Engineering Command Team with the Australian Navy's HMAS Brisbane (DDG 41) meet with Southwest Regional Maintenance Center (SWRMC) engineers on the ship's focsle. While in San Diego, the ship completed an availability while the crew engaged in interchangeability efforts at SWRMC. (Photo by POMT Andrew Coleman/ Released.)

The Vital Role of Teamwork and NAMTS in the PSNS & IMF Everett's Pump Shop

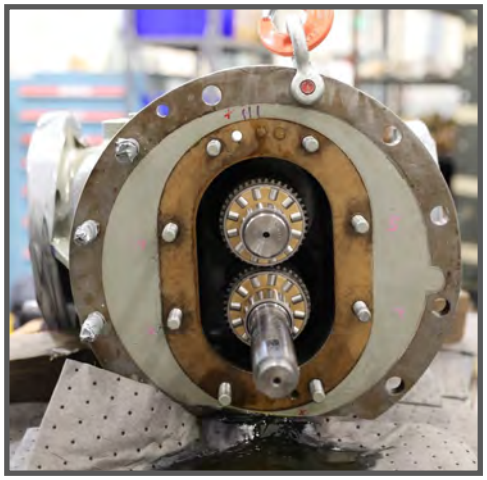
By Kirk Jeppson, Regional NAMTS Coordinator

Repairing critical equipment like pumps aboard Navy ships is rarely a task accomplished by one individual alone. It's a highly collaborative effort involving a diverse team of skilled professionals. Mechanics, electricians, hydraulic technicians, and other specialists come together to tackle intricate problems that require a range of expertise. This collective approach speeds up diagnostics, allows for more thorough problem-solving, and leads to more efficient repairs.

At Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) in Everett, Washington, the Navy Afloat Maintenance Training Strategy (NAMTS) program plays a pivotal role in ensuring that Sailors are well-prepared to handle equipment challenges, no matter where they arise. This program is not just about routine maintenance; it's about enhancing the skills of maintenance personnel to effectively tackle even the most complex repair issues while contributing to the Navy's mission.

One recent example of successful teamwork was the repair of a Main Reduction Gear (MRG) attached lube oil service pump. The malfunction of this pump had triggered a CASREP, requiring immediate attention. Repairs to the attached lube oil pump involved thorough inspection, maintenance, and replacement of worn components to ensure optimal functionality. First, technicians conducted a visual inspection of the pump for any signs of leakage, corrosion, or physical damage. During this phase, they also checked connections, bolts, and seals for tightness and integrity. They then replaced the following components: gaskets, seals, O-rings, impeller and bearings, as these parts are critical to the pump's performance. Replacements were made to restore the pump's efficiency and reliability.

NAMTS Sailors also performed alignment checks to ensure that the pump is properly positioned relative to the motor, minimizing strain and preventing premature wear. Finally, after all repairs and maintenance tasks were completed, the pump was tested under operating conditions to confirm that it functioned correctly and met the Navy's stringent standards for performance and reliability.



Attached Lube Oil Pump.. (Photo by MM2 (SW/AW) Bianca Reiter.)

Department Leading Chief Petty Officer MMC (SW) Andrew Huhra completes a visual inspection on the attached lube oil service pump. (Photo by MM2 (SW/AW) Bianca Reiter.)

Thanks to the skills and collaboration of NAMTS-trained Pump Repair Technicians, the issue was resolved swiftly, ensuring the ship could meet its operational deadlines. MM2(SW/AW) Bianca Reiter, a NAMTS-trained technician at the Everett Pump Shop, highlighted the importance of hands-on learning in these efforts: "Confidence rises when we embrace hands-on learning through production. It turns challenging repairs into opportunities for professional and personal growth," she said.

The hands-on experience gained at the Everett Pump Shop helps Sailors like MM2 Reiter improve their skills while contributing to mission success. This training is designed not only to fix equipment but to nurture the kind of growth that leads to long-term professional development.

Mentorship: Building a Stronger Team

Experienced technicians play a critical role in guiding less seasoned Sailors through complex repairs, providing valuable insights and teaching essential best practices. MM1 (SW) Samuel Wallace, a NAMTS Pump Repair Technician and divisional Leading Petty Officer (LPO), exemplifies this culture of mentorship. He led a team of nine NAMTS-qualified Sailors through the troubleshooting process of the MRG attached lube oil service pump. "The experience shared by senior personnel like MM1 [Samuel] Wallace ensures that the team stays focused and efficient," said MM2 Reiter. "It also fosters the development of junior Sailors so they are better prepared to handle the challenges that lie ahead."

The benefits of mentorship go beyond immediate repairs. It creates a more capable and self-reliant workforce, one that can face increasingly complex repair tasks with confidence. This growth not only strengthens the Navy's operational capacity but also builds a tight-knit, highly effective team.

Effective Communication: The Key to Success

As demonstrated during the recent pump repair, teamwork and communication go hand in hand. The collaboration between Sail-

Teamwork and NAMTS in PSNS & IMF Everett's Pump Shop

MM1 (SW) Samuel Wallace, MM2 (SW) Dominic Maritnez, MM2 (SW) Joel Garcia are disassembling the ship-to-shop attached lube oil pump. (Photo by MM2 (SW/AW) Bianca Reiter.)

ors like MM1(SW) Aryn Retana, MM2(SW/AW) Bianca Reiter, MM2(SW) Valerie Avalos, MM2(SW) Dominic Martinez, MM2 (SW) Jordan Whitten, MM2(SW) Joel Garcia, MR1(SW) Jenifer Iffrig, MR1(SW) Elissa Masters, and MR2(SW) Garry Zhang at Everett ensured that the MRG attached lube oil service pump was repaired efficiently, saving the Navy over $300,000 in potential replacement costs. Their collective expertise and effective communication helped to resolve a significant CASREP, demonstrating how teamwork can significantly impact the operational readiness of Navy ships.

A Culture of Excellence

In the end, it's not just about fixing equipment; it's about creating a culture of excellence where every Sailor is prepared to contribute to the Navy's mission. MMC (SW/AW) Nicholas Ross, the Leading Chief Petty Officer (LCPO) of the Pump Shop at Everett, aptly summed up this philosophy: "The more we diagnose, repair, and test the equipment we operate, the better we become at self-sustainability. Let's embrace the hard tasks ahead."

The work done in the Everett Pump Shop and the training provided through NAMTS have far-reaching effects. They are not only keeping the U.S. Navy's fleet operational, but also fostering a future generation of highly skilled and confident technicians ready to meet the challenges of tomorrow. The NAMTS program's emphasis on teamwork, mentorship, and communication will continue to ensure that U.S. Navy ships are always prepared, always ready, and always operational.

ENROLL TODAY!

Our fleet needs competent, confident Sailors to support self-sufficiency

The Navy Afloat Maintenance Training Strategy (NAMTS) program develops Sailors to do just that!

Contact your Command NAMTS JQR Coordinator today!

26 POTENTIAL SKILL AREAS AVAILABLE FOR ELIGIBLE PARTICIPANTS

TRF Bangor's newest team-up: Expeditionary Maintenance

By Marvin Frilles, Regional NAMTS Coordinator

BANGOR, Wash. — Electronics Technician 1st Class (SS) David Schellenger and Hull Technician 1st Class (SW) Brittany Whittaker, both assigned to the Expeditionary Maintenance Headquarters (EM-HQ) Naval Reserve unit, recently completed their Navy Afloat Maintenance Training Strategy (NAMTS) qualifications, for Inside Electrical and General Shipboard Welder/Brazer respectively, thanks to the dedicated support of the team at Trident Refit Facility, Bangor (TRFB).

Expeditionary Maintenance (EM), a Submarine Forces Reserve Component (SFRC) competency, provides journeyman-level Sailors the ability to support submarine tenders USS Frank Cable (AS 40) and USS Emory S. Land (AS 39). Force realignments to fleet concentration areas relocated EM-HQ to the Kitsap Peninsula in 2022. Their community consists of nearly 400 enlisted Sailors and 40 officers across 10 U.S. units, with approximately 90% serving in engineering rates, alongside administrative personnel, divers, and weapons specialists.

EM Executive Officer and TRFB employee, Lieutenant Nicholas Baker, explained that with the force realignment, EM leadership is actively seeking opportunities to enhance Sailors' in-rate knowledge and proficiency. He highlighted the benefits of NAMTS, noting that the program provides Sailors with an opportunity to further develop these skills.

In November 2023, the EM-HQ began local unit Sailor enrollment into the NAMTS program at TRFB. Currently, 16 Sailors are enrolled, with plans underway to expand the program to additional units in larger fleet concentration areas that support the NAMTS program.

Before transitioning to the Navy Reserves, Schellenger served 12 years active duty as a nuclear-trained Electronics Technician, with assignments aboard USS Bremerton (SSN 698), USS Jacksonville (SSN 699), and USS Louisiana (SSBN 743). Now working as an Industrial Electronics Technician, specializing in precision computer numerical control (CNC) machine tools, he credits the NAMTS program for providing hands-on experience and reinforcing his technical knowledge.

"The NAMTS program is a lot like qualification programs on submarines," said Schellenger. "You do the work, learn about it, and get qualified. It was a great experience working with the shop, gaining knowledge, and proving my capabilities."

HT1(SW) Brittany Whittaker practicing arc welding. (Photo by MC1(SW) Adora Okafor.)

Schellenger sees direct applications of his NAMTS qualification in his civilian career and emphasized its broader benefits for electricians in his unit, including preparation for advancement exams, performance evaluations, and readiness to support submarine tenders in Guam and submarine refit activities.

Whittaker served in the Navy for four years, with prior assignments aboard USS Emory S. Land (AS 39) and the Reserve Support Unit (RSU) in Guam. She joined the Expeditionary Maintenance Unit (EMU) in March 2022, and found NAMTS training at TRFB to be the most comprehensive training she has received in her career.

"This training has been the most detailed I've had since joining the military," said Whittaker. "We're usually rushed through PowerPoints or told to follow instructions without understanding why. At TRF Bangor, I had direct access to experts, was able to ask questions, and was given in-depth explanations. This facility provided top-notch training and knowledge."

While working on her NAMTS qualification, Whittaker gained hands-on experience in various welding and metalworking techniques, including gas metal arc welding (GMAW), gas tungsten arc welding (GTAW), shielded metal arc welding (SMAW), brazing, corrosion control, and inspections. She also praised the mentorship she received from the TRFB team.

Expeditionary Maintenance Sailors along with Executive Officer LT Nicholas Baker, second from right, and Senior Enlisted Leader MRCS Michael Roberts, far right. (Photo by Marvin Frilles.)

ET1(SS) David Schellenger receiving his NAMTS Inside Electrical Repair Technician Certificate from Regional NAMTS Coordinator Marvin Frilles. (Photo by MRCS Michael Roberts.)

"TRFB trainers have been incredibly flexible and accommodating despite their busy schedules," said Whittaker, while specifically praising Ed Fabrega, Weld Shop Trainer, and Ryan Lundberg, Pipe Shop Trainer, for their mentorship. "This was a new program for our unit, but they took the time to train and coach us through various projects."

Whittaker believes her NAMTS qualification has not only strengthened her technical skillset but has also prepared her for her upcoming return to active duty. She is confident that the skills and knowledge she acquired through NAMTS will directly contribute to her future assignments, and ensure she is mission ready.

Schellenger and Whittaker both emphasized the invaluable teamwork and support they received from TRFB personnel in achieving their qualifications. Their success underscores the importance of hands-on training and knowledge-sharing within the Navy's maintenance community, ultimately strengthening the fleet's operational readiness.

HT1(SW) Brittany Whittaker receiving her NAMTS General Shipboard Welder/Brazer certificate from Regional NAMTS Coordinator Marvin Frilles. (Photo by MRCS Michael Roberts.)

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Gaining Experience Through Production in the Gas Turbine Shop at HRMC

By MMC (SW/AW) Dan Ouyang, Command NAMTS JQR Coordinator

When a catastrophic failure of its 2A Gas Turbine Module (GTM) threatened a ship's mission readiness, the expertise of the Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility / Hawaii Regional Maintenance Center (PHNS & IMF / HRMC) Gas Turbine Shop, in collaboration with civilian contractors, led to a swift resolution.

A Time-Critical Emergency

While deployed, a destroyer experienced a catastrophic failure of its 2A GTM, a critical component for propulsion. Immediate action was required to prevent extended downtime and maintain operational status. Replacing the GTM was both urgent and complex, requiring detailed planning and execution. HRMC's Gas Turbine Shop's 38MH team coordinated a swift response, working with civilian contractors to carry out the repair.

A Complex Repair

A key obstacle was the GTM's intake configuration, which complicated the removal of the damaged gas generator and power turbine. This highlights the importance of ashore facility training to equip sailors with the skills needed to handle such repairs. The PHNSY & IMF / HRMC Turbine Shop, working with non-uniformed personnel, overcame these hurdles by removing components such as silencers, foreign object debris (FOD) screens, bellmouths, and bulletnose elements to gain access to the GTM.

The repair's success relied on meticulous planning, adaptability, and the team's ability to work under pressure.

Among the NAMTS Sailors involved with the project were GSM1 (SW) Sagar Patel, GSM1 (SW) Sharlyn Yambogonzalez, and GSM2 (SW) Tabora Leach.

250327-N-GC612-1037. PEARL HARBOR, Hawaii (March 27, 2025) – Gas Turbine Systems Technician (Mechanical) 1st Class Sagar Patel installs a starter to a gas turbine engine on board Arleigh Burke-class guided-missile destroyer USS Hopper (DDG 70) at Joint Base Pearl Harbor-Hickam March 27, 2025. Hopper is at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility for scheduled maintenance and modernization by Hawaii Regional Maintenance Center. PHNSY & IMF is a field activity of Naval Sea Systems Command and a one-stop regional maintenance center for the Navy's surface ships and submarines. It is the largest industrial employer in the state of Hawaii. Strategically located in the heart of the Pacific, it is the most comprehensive fleet repair and maintenance facility between the U.S. West Coast and the Far East. Its location places it about a week's steaming time closer to potential regional contingencies in the Indo-Pacific. (U.S. Navy photo by Mike Wilson)

250327-N-GC612-1026. PEARL HARBOR, Hawaii (March 27, 2025) – Gas Turbine Systems Technicians (Mechanical) 1st Class Sharlyn Yambogonzalez, left, and 2nd Class Tabora Leach install fuel lines to a gas turbine engine on board Arleigh Burke-class guided-missile destroyer USS Hopper (DDG 70). (U.S. Navy photo by Mike Wilson)

Coordinating with Civilians for Efficient Repair

The Turbine Shop worked alongside other personnel to ensure the replacement GTM was installed correctly. Railings were added to support the removal of the components, while key systems such as lube oil, fuel oil, and bleed air components were removed to facilitate the engine replacement. This collaboration between Navy personnel and contractors demonstrates the NAMTS strategy's ability to leverage both military and civilian expertise in a more complex settings and allow cross train experiences.

Installing the New LM2500 Engine

Once the old GTM was removed, the team successfully installed a new LM2500 engine, known for its reliability and efficiency. This engine ensures that the vessel remains mission-capable for the remainder of its deployment.

The NAMTS strategy was key to ensuring the ships remained operational despite the significant challenge of replacing the 2A GTM, a complex endeavor. The efficient collaboration between military and civilian teams ensured a timely repair, supported continued mission success, and maintained fleet readiness. HRMC Sailors are gaining experience through production that will help them be successfully throughout their careers in the Navy.

Increased deployment demands lead to greater wear and tear on ships, which in turn raises the need for more frequent repairs and replacements. The need for engine change outs highlight the importance of a trained and ready crew for the challenges. The NAMTS program serves as a primary guardian of skill development to meet mission requirements.

"The NAMTS program along with two engine changeouts has helped us expand our knowledge base in engine change out operations. Through the engine change-out project, we've gained valuable hands-on experience and deepened our expertise," said GSMC (SW/AW) Benjamin Cradduck, LCPO of the Gas Turbine Shop. "This opportunity has also allowed us to qualify personnel with practical experience that is rarely encountered, making it an especially impactful learning experience."

Industrial Plant Equipment Team's Efforts Enhance Fleet Efficiency

By IPE Team Members Al Johnson, Will Frazier, and Scott Buchanan

Commander, Navy Regional Maintenance Center's (CNRMC) NAMTS Industrial Plant Equipment (IPE) team recently delivered big wins with innovative equipment upgrades at Mid-Atlantic Regional Maintenance Center and Southwest Regional Maintenance Center.

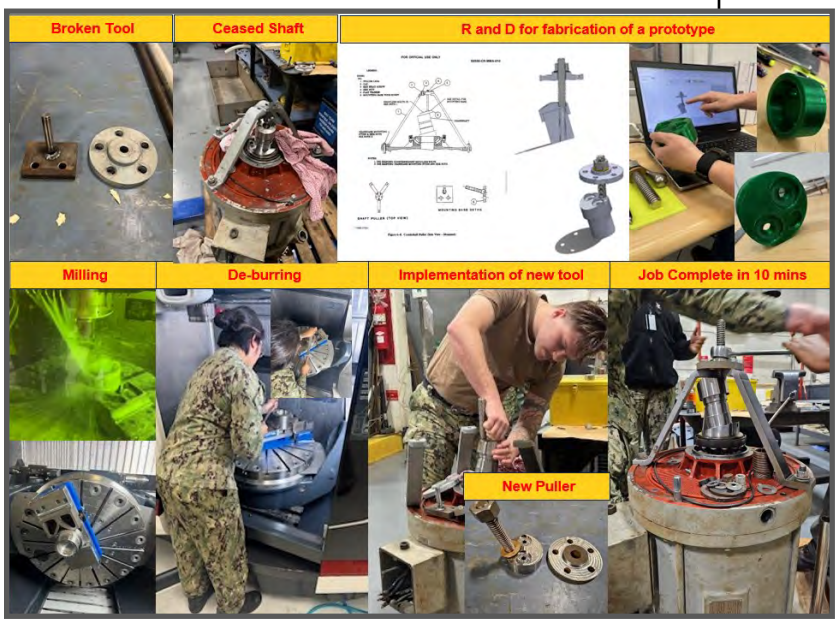
The NAMTS Industrial Plant Equipment (IPE) team continues to make impressive strides in modernizing capabilities across the Regional Maintenance Center (RMC) enterprise. Sponsored by Naval Sea Systems Command's (NAVSEA) Fleet Maintenance Investment Program (FMIP), the phased replacement of outdated equipment with advanced industrial technologies is driving measurable performance improvements.

Leading IPE planning and implementation efforts are Scott Buchanan, CNRMC's Programs/IPE Lead (C920); Albert Johnson, NAMTS Plant Equipment Manager; and William Frazier, West Coast Production Equipment Specialist. Their coordination has recently delivered two standout equipment modernization projects, each resulting in improved efficiency, enhanced shop capabilities, and major cost savings.

MARMC Crafts Custom Pulling Tool with DMG MORI Hybrid Machine

At Mid-Atlantic Regional Maintenance Center (MARMC), a complex overhaul of two HPAC high-pressure pumps faced delays when a critical crankshaft puller tool (valued at $2,374.78) failed during use and proved unavailable through the Navy Stock System. Rather than wait for external replacements, MARMC turned the challenge into an opportunity.

NAMTS technicians from the pump shop, inside machine shop, weld shop, and the Innovation and Technology Laboratory, led by Mr. Trevor Pool, MR2 Jaimes Chavez, and MMN1 Shell, collaborated to fabricate a new, more durable tool in-house. Utilizing stainless steel bar stock and the advanced DMG Mori Lasertec 65 DED Hybrid Manufacturing machine installed by CNRMC IPE, the team created a robust pulling assembly at just $661.



The new tool eliminates previous issues such as warping, thread stripping, and breakage, ensuring reliable performance during pump maintenance and generating long-term cost savings. Looking ahead, the same hybrid machine will support future component repairs using Powder Blown Deposition, enabling precise, efficient restoration of damaged flange areas.

SWRMC Sees Big ROI with Chant Diesel Test Stand

On the West Coast, Southwest Regional Maintenance Center (SWRMC) has significantly boosted diesel test capabilities with the installation of a second Chant Diesel Test Stand, replacing an outdated Hartridge model. With two identical Chant units now in place, the shop has standardized its testing procedures, improving both consistency and efficiency.

The new setup enhances quality control, reduces testing errors, and increases overall throughput. But the financial impact is even more impressive: by bringing diesel fuel injector pump overhauls in-house, SWRMC has dramatically cut costs, from $57,137 per pump externally, down to just $3,552.50 per pump internally. That's a savings of $857,352 per shipboard set of 16 injectors. With approximately 16 sets overhauled annually, SWRMC is now saving the Navy an estimated **$13.7 million every year**.

This modernization effort has delivered a remarkable **return on investment (ROI) of 1,040.43%**, demonstrating how smart investments in plant equipment can unlock substantial operational and financial benefits.

A Model for the Future

The success at both MARMC and SWRMC showcases the NAMTS IPE team's commitment to innovation, cost-effectiveness, and mission readiness. As these initiatives continue to scale, they represent the future of fleet maintenance, where cutting-edge tools and collaborative problem-solving enable our RMCs to meet the Navy's evolving demands with precision and efficiency.

Afloat NAMTS: Empowering Deploying Ships and Enhancing Sailor Readiness Through Integrated Maintenance Mentoring Initiatives

By Grabiela Quinones, NAMTS Assistant Project Manager

Why the NAMTS Program is Well-Positioned to Elevate Unit Readiness:

The Navy Afloat Maintenance Training Strategy (NAMTS) program is a strategically embedded force multiplier that enhances shipboard capabilities. NAMTS plays a pivotal role in ensuring that ships are ready for deployment by providing Sailors with the skills, knowledge, and confidence to maintain the fleet's Hull, Mechanical, and Electrical (HM&E) systems. As an essential part of fleet readiness, NAMTS works in concert with several other maintenance mentoring initiatives such as Type Commander's (TYCOM) Organic Repair Capability Assessment (ORCA), NAVSEA 05's Corrosion Control Assist Team (CCAT), the RMC C200 Total Ship Readiness Assessment (TSRA), and the RMC C900 Maintenance Assist Teams (MAT). While many of these initiatives focus primarily on mentoring, NAMTS takes it a step further by empowering Sailors to act on their learning, ensuring they have the ability to address and resolve technical challenges onboard.

A critical focus of the Afloat NAMTS program is supporting deploying ships, especially those assigned to Amphibious Ready Groups (ARGs) or Carrier Strike Groups (CSGs). This article explores the role of Afloat NAMTS Coordinators (ANCs) in preparing deploying ships, their integrated efforts with other maintenance mentoring programs, and how their expertise drives operational readiness, improves material readiness, and helps develop "competent and confident" Sailors.

NAMTS was designed to deliver sustainable readiness across the fleet. Its integration with Commander, Naval Surface Force, Atlantic (CNSL) priorities and synergy with the operations of the TYCOM Material Assistance Team (TMAT), Engineering Readiness Assist Team (ERAT), Combat Systems Readiness Assist Team (CSRAT), and Individual Readiness Assist Team (IRAT) ensures that NAMTS plays a foundational role in enhancing the Navy's ability to maintain material self-sufficiency and operational effectiveness at sea.

1. Fulfilling Critical Fleet Maintenance Gaps

Per CNRMCINST 4700.10C, NAMTS was established to address readiness shortfalls and is managed under the Commander, Navy Regional Maintenance Center. The program is designed to:

- Increase shipboard organic maintenance capacity;
- Train Sailors in hands-on repairs and system operations; and
- Provide NEC-qualified personnel to fill critical afloat billets.
- This Sailor-centric approach directly aligns with the TMAT mission, which emphasizes enhancing ships' self-reliant capabilities and reducing dependence on external technical support.

2. Integration with TYCOM and CNSG Initiatives

As outlined in the TMAT mission statement, TMATs are evolving to support the future Commander Naval Surface Groups (CNSGs), regional Echelon III commands are tasked with sustaining ships while not deployed. NAMTS Sailors, through hands-on Job Qualification Requirement (JQR) completions, are ideally positioned to meet the technical demands of these units during sustainment.

NAMTS supports this integration by:

- Ensuring NEC-specific training pathways aligned with fleet requirements;
- Complementing ERAT/CSRAT/IRAT functions with qualified Sailors; and
- Supporting TYCOM goals within the Optimized Fleet Response Plan (OFRP) and Surface Force Readiness Manual (SFRM) execution plans.

3. Subject Matter Expert (SME) Proficiency Embedded in the Program

The SME qualifications confirm the program's depth of technical talent, including:

- 20–25+ years of naval experience
- Former Chief Engineers, and Board of Inspection and Survey (INSURV)/ Afloat Training Group (ATG) Atlantic Inspectors with expertise spanning propulsion, electrical, combat systems, and damage control.
- NAMTS benefits from and contributes to this high-caliber SME cadre through structured mentorship, assessment support, and material audit integration, mirroring TMAT-style readiness augmentation.

4. Alignment with Readiness Evaluation Cycles

NAMTS directly supports CNSL's Readiness Evaluation (READ-E) and INSURV readiness framework by:

- Training Sailors to meet material readiness standards;
- Granting NECs tied to equipment and process performance; and
- Deploying SMEs to mentor shipboard personnel during TYCOM assist visits.

This model enhances self-assessment capacity, improves inspection outcomes, and supports CNSL's mission of maintaining operational warfighting readiness.

5. Systematic Evaluation and Continuous Improvement

NAMTS includes structured feedback mechanisms to reinforce readiness improvements:

- Qualification Progress Reports (QPRs) track advancement;
- Oral Boards and Exams ensure knowledge validation; and
- Feedback Reports (FBRs) drive JQR and program updates.

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These tools provide a continuous improvement loop, promoting accountability and readiness alignment with CNSL and TYCOM objectives.

6. Policy-Driven Support for Operational Resilience

The NAMTS Operations Guide establishes the policies, responsibilities, and procedural standards for training execution. This governance ensures:

- Strategic alignment across all execution sites;
- Consistent deployment of qualified personnel across Fleet Concentration Areas; and
- Reduced variability in technical proficiency across commands.

NAMTS as a Readiness Multiplier

NAMTS is uniquely positioned to enhance and sustain unit readiness because it:

- Trains Sailors to deliver organic maintenance capability;
- Aligns NECs with real-world operational demands;
- Embeds SME support in Fleet-wide assessments;
- Reinforces CNSL objectives through tailored training and mentorship; and
- Integrates seamlessly with TMAT, ERAT, CSRAT, and IRAT readiness support structures.

NAMTS is not just a training platform, it is a strategic enabler woven into the Navy's readiness architecture, ensuring self-sufficiency, operational continuity, and mission readiness across the surface fleet.

Focus on Deploying Ships and Battle Groups

Afloat NAMTS Coordinators (ANCs) are embedded directly with commands, focusing their efforts on deploying ships to ensure these vessels and their crews are ready for the demands of deployment. The emphasis on deploying ships and battle groups is a key differentiator of NAMTS, as it allows these expert coordinators to provide tailored mentoring and technical assistance to Sailors as they work up to deployment.

The ANCs work closely with deploying ships to address maintenance challenges, prioritize technical mentoring, and ensure that Sailors have the necessary tools to handle equipment and systems onboard. By focusing on ships assigned to ARGs or CSGs, the ANCs ensure that these ships receive priority when it comes to work-up schedules, maintenance, and readiness assessments, helping them meet deployment timelines without delays.

Although fixing CASREP (casualty report) equipment is not the primary focus of NAMTS, the program still plays a critical role in addressing significant maintenance challenges. In cases where complex issues arise, such as with critical equipment failures, the NAMTS program can assist with Subject Matter Experts (SMEs) to provide specialized assistance. The value proposition of bringing an SME on board is profound. As the saying goes, "I don't know what I don't know," and having the right expertise can make the difference between a minor issue and a major operational disruption.

The role of the ANC in bringing these experts into the fold ensures that deploying ships receive the support they need, especially when confronted with unexpected or significant technical challenges. Even for the ships that are proactive in seeking out NAMTS support, the continuity of mentorship and expertise is essential, since Sailors rotate, the ANCs help ensure the program's momentum continues by providing ongoing guidance.

Integrated Maintenance Mentoring Initiatives

NAMTS is part of a larger network of Navy initiatives designed to improve fleet readiness and Sailor proficiency. The program works in tandem with several other maintenance mentoring efforts, each of which targets specific aspects of shipboard readiness.

TYCOM's Organic Repair Capability Assessment (ORCA) focuses on evaluating the maintenance capabilities of ship commands to ensure they can handle the necessary repairs and upkeep. NAMTS complements ORCA by providing hands-on, over-the-shoulder mentoring, helping Sailors improve their skills and ensuring that commands can effectively repair and maintain ship systems during deployment.

Following a recent ORCA visit to USS Carney (DDG 64), Afloat NAMTS Coordinator (ANC) Mr. Rick Smith provided hands-on, over-the-shoulder mentorship to MR2 Michael Walker. During the visit, ORCA identified the Milling Machine's table feed system was non-operational.

Mr. Smith worked closely with MR2 Walker, guiding him through the disassembly, cleaning, lubrication, and reassembly of the feed system. Thanks to this direct support, MR2 Walker successfully completed the repairs, restoring the Milling Machine to full working condition.

MR2 Walker stated "Before NAMTS, I doubt I would have overhauled a milling machine table problem. But with a NAMTS SME providing mentorship through the process, what I thought a contractor would have to repair, developed into a confidence builder, leaving me empowered to research and troubleshoot my equipment, building a plan, and effecting repairs. NAMTS mentorship made all that possible for me."

This successful repair highlights the value of NAMTS complementing ORCA and the impact of Sailor-driven maintenance readiness.

MR2 Michael Walker installs a piece of keyway stock on a tagged out milling machine aboard USS Carney (DDG 64). (Photo by Rick Smith).

NAVSEA 05's Corrosion Control Assist Team (CCAT) works to address corrosion challenges on Navy ships, which can affect their operational lifespan. NAMTS enhances this effort by embedding ANCs aboard ships, allowing for direct, on-the-job mentoring on corrosion management, ensuring that Sailors are equipped to mitigate and address corrosion-related issues proactively.

The Afloat NAMTS Team partnered with the Corrosion Control Assis-

(Continued on page 21)

Afloat NAMTS: Empowering Deploying Ships and Enhancing Sailor Readiness Through Integrated Maintenance Mentoring Initiatives

tance Team (CCAT) to deliver a pilot Corrosion Control Program Technician (CCPT) program to seven (7) Sailors representing five different commands. This collaborative effort marks a major step forward in expanding NAMTS mentoring opportunities across the fleet.

The pilot program is featured in the article "Pilot Program for NAMTS Corrosion Control Program Technician (CCPT) NEC 860A: Enhancing Fleet Readiness" on the following page of this month's newsletter.

This new initiative supports the development of hands-on technical skills that directly contribute to improved maintenance and material readiness across the Navy.

RMC C200 Total Ship Readiness Assessment (TSRA) and RMC C900 Maintenance Assist Teams (MAT) provide in-depth maintenance support, from evaluating readiness to providing technical assistance during complex repairs. NAMTS builds on these efforts by empowering Sailors to take ownership of maintenance tasks and increase their self-sufficiency. The ANC's mentoring ensures that Sailors are not just learning but applying their knowledge in real-world maintenance situations, which helps them become more self-reliant during deployment.

The Afloat NAMTS Team partnered with Watertight Door Shop's Maintenance Assist Team (WT MAT) to deliver a pilot Watertight Closure program to five Sailors from three different commands. This collaborative effort represents a significant advancement in expanding NAMTS mentoring opportunities across the fleet.

The pilot program is featured in the article "NAMTS West Coast Launches Watertight Closure Skills Academy Pilot, Enhancing Fleet Readiness" on page 24 of this month's newsletter.

This initiative focuses on hands-on technical training and mentorship that directly supports improved maintenance practices and material readiness throughout the Navy.

Developing "Competent and Confident" Sailors

While other programs focus on mentoring, NAMTS uniquely focuses on empowering Sailors to take direct action when it comes to maintaining their ship's systems. The goal of NAMTS is to develop "competent and confident" Sailors who can handle any maintenance challenges that arise while at sea, contributing to the Navy's broader self-sufficiency initiatives.

Through face-to-face mentoring and personalized guidance, ANCs work with Sailors to improve their technical skills and enhance their ability to troubleshoot, repair, and maintain critical systems onboard. This over-the-shoulder approach ensures that Sailors gain the confidence to perform maintenance tasks independently, without relying on external support. Whether the ship is in port or deployed, the skills that Sailors gain through NAMTS have long-lasting impacts on their careers and on the operational readiness of their ship.

Boosting Command Involvement and Visibility

Another key element of NAMTS is increasing command involvement and enhancing program visibility. Afloat NAMTS Coordinators work closely with ship leadership to ensure that maintenance and mentoring priorities are aligned with the command's goals. By being embedded within the command, the ANCs can boost the visibility of the NAMTS program, ensuring that it receives the attention and resources necessary for success.

This increased visibility helps improve communication between leadership and Sailors, ensuring that maintenance challenges are addressed proactively and that mentoring is integrated seamlessly into the daily operations of the ship. As Sailors become more confident in their skills and more self-sufficient in their maintenance tasks, the ship becomes better equipped to handle the challenges of deployment.

Addressing Specific Ship Needs

Each ship has its own unique needs and challenges, particularly as it prepares for deployment. NAMTS Coordinators tailor their support to meet the specific requirements of each ship, ensuring that the ship's systems are functioning optimally and that Sailors are prepared to handle maintenance tasks during deployment. The ANCs assess the readiness of each ship, prioritize tasks, and ensure that the ship and its crew are equipped to deal with any issues that may arise during operational deployment.

This tailored approach ensures that no ship is left behind, and every deploying ship receives the exact support it needs to remain mission ready.

Fleet Readiness Through Teamwork

The Afloat NAMTS program, with its focus on deploying ships and battle groups, plays an essential role in preparing the U.S. Navy's fleet for successful operations. Through the expertise of Afloat NAMTS Coordinators, NAMTS empowers Sailors to tackle maintenance challenges, improve self-sufficiency, and enhance the readiness of their ships. Working alongside other key initiatives such as TYCOM's ORCA, NAVSEA 05's CCAT, and RMC's TSRA and MAT teams, NAMTS ensures that Sailors receive comprehensive mentoring and guidance to address both routine and complex maintenance tasks. By integrating these efforts and empowering Sailors to act, NAMTS helps develop "competent and confident" Sailors who can keep the fleet ready for the challenges of deployment and mission success.

Pilot Program for NAMTS Corrosion Control Program Technician (CCPT) NEC 860A: Enhancing Fleet Readiness

By Phil Simpson, Afloat NAMTS Coordinator

From January 13-17, 2025, the West Coast NAMTS team, led by Afloat NAMTS Coordinators (ANCs) Mr. Phil Simpson and Mr. Alvin Donato, and under the direction of NAMTS West Coast Team Lead Mr. Quinten Taylor, successfully conducted a pilot event for the NAMTS Corrosion Control Program Technician (CCPT) job qualification requirements (JQR) resulting in Sailors earning a Navy Enlisted Classification (NEC) 860A. It took place at the West Coast NAMTS office and was attended by seven Sailors from five different ships stationed at Naval Base San Diego.

The participating ships and the corresponding number of Sailors included:

- USS Tripoli (LHA 6) – 1 Sailor
- USS Harpers Ferry (LSD 49) – 2 Sailors
- USS John P. Murtha (LPD 26) – 1 Sailor
- USS Somerset (LPD 25) – 2 Sailors
- USS Portland (LPD 27) – 1 Sailor

The pilot program began with classroom instruction, where Sailors learned the foundational principles of corrosion control. Following the lectures, the NAMTS ANCs partnered with the San Diego Corrosion Control Assessment Team (CCAT) to provide hands-on tool demonstrations. This allowed each student to gain practical experience with the essential equipment used in corrosion control. This endeavor utilized the years of experience and expertise of the NAMTS SMEs in the guidance and mentoring of today's Sailors. In addition to the classroom instruction and tool demonstrations, student Sailors participated in a walkthrough aboard USS Somerset (LPD 25), where they applied their newly acquired knowledge in an operational environment.

At the conclusion of the week-long event, six out of seven

(L-R): ABH2 (AW/SW) Bishop Lord-Bevon, Manny Lopez (Corrosion Control Assistance Team (CCAT) instructor), BMSN Justin Hanley, BM3 Britania Ferguson, BMSN Abdulmajid Kodah, BM2 (SW) Lorenzo Jordan, BM3 Kaiya Ramirez, BM2 Deion Johnson, and Alvin Donato (NAMTS Weight Handling/Rigger SME). (Photo by Ramir Pulido.)

NAMTS Corrosion Control Program Technician students observe as Manny Lopez, CCAT instructor, demonstrates the correct use of the needle gun, emphasizing the importance of selecting the appropriate tool for the task. He reinforced that using the right equipment is essential for effective corrosion control and maintenance. (Photo by Ramir Pulido.)

Sailors successfully earned their NAMTS CCPT Navy Enlisted Classification (NEC). The final student earned their certification after completing remediation and a make-up oral board. The success of the pilot program marks a significant milestone for the NAMTS program and the U.S. Navy, reinforcing the initiative to restore corrective maintenance capabilities aboard ships and empowering Sailors with critical corrosion control skills.

ABH2 (AW/SW) Bishop Lord-Bevon, a graduate of the pilot, shared his thoughts on the experience: "Attending the CCPT event has been an enlightening experience. I am grateful for the opportunity to expand my knowledge and skills, and I look forward to applying what I have learned in my work. I am eager to see how this enhances my capabilities and contributes to meaningful improvements."

West Coast Team Lead, Mr. Quinten Taylor, expressed his enthusiasm about the endeavor: "I was thrilled to witness the students' eagerness to deepen their understanding of corrosion control. Their ability to confidently conduct zone inspections using the G1N6 form and accurately identify and assess corrosion issues was truly impressive."

The Damage Control Assistant (DCA) aboard USS Somerset, LTJG Carson Best, commended the ship's newly certified Sailors, saying, "These two newly graduated CCPT Sailors will be a great asset to Somerset's corrosion control program. Their training and expertise will significantly enhance our ability to identify, prevent, and mitigate corrosion, ultimately improving the ship's overall readiness and longevity." Additionally, BMCS May Kempis, the Corrosion Control Program Manager (CCPM), emphasized that these new technicians will play a crucial role in training other Sailors, helping to expand the program's reach and further strengthen the ship's maintenance capabilities. Their involvement will be instrumental in ensuring the continued success of the corrosion control program aboard Somerset.

Corrosion control remains a top priority for the Navy, as it is essential to ensure the longevity, readiness, and operational effectiveness of the fleet. If left unchecked, corrosion can significantly affect a ship's structural integrity, safety, and mis-

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Enhancing Fleet Readiness

NAMTS JPAs Available Online

From L to R around the table: BM2 (SW) Lorenzo Jordan, BMSN Justin Hanley, ABH2 (AW/SW) Bishop Lord-Bevon, BM2 Deion Johnson, BMSN Abdulmajid Kodah, BM3 Kaiya Ramirez, and BM3 Britania Ferguson. (Photo by Ramir Pulido.)

sion capability. To combat this, the Navy has implemented comprehensive maintenance strategies, which include advanced coatings, regular inspections, and crew training programs focused on corrosion prevention and mitigation.

By prioritizing corrosion control, the Navy reduces costly repairs, extends the service life of its vessels, and enhances overall fleet readiness. These efforts ensure that ships remain mission-capable even in harsh maritime environments.

The NAMTS CCPT JQR plays a vital role in the Navy's fight against corrosion. Completion equips Sailors with specialized skills needed to identify, treat, and prevent corrosion on ships. Through hands-on training and real-world applications, CCPT certified personnel are trained in advanced preservation techniques such as surface preparation, coating application, and the use of corrosion-resistant materials. By developing a skilled workforce capable of addressing corrosion at the deck plate level, earning the NAMTS CCPT NEC enhances fleet readiness, reduces costly repairs, and extends the service life of Navy vessels, ensuring that ships remain operational and mission-capable in the demanding conditions of the maritime environment.

NAMTS Corrosion Control Program Technician instructors and students, Alvin Donato, ABH2 (AW/SW) Bishop Lord-Bevon, BM3 Britania Ferguson, BM3 Kaiya Ramirez, BM2 Deion Johnson, BM2 (SW) Lorenzo Jordan, BMSN Justin Hanley, and BMSN Abdulmajid Kodah, and Phil Simpson. (Photo by Ramir Pulido.)

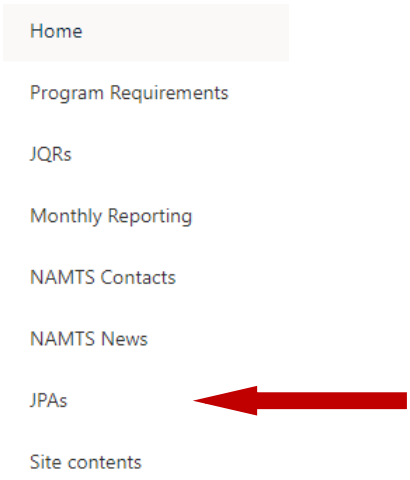
To access the NAMTS Job Performance Aids, go to:

https://www.navsea.navy.mil/Home/RMC/CNRMC/Our-Programs/NAMTS

Click on "NAMTS Portal"

to visit: https://flankspeed.sharepoint-mil.us.mcas-gov.us/sites/NAVSEA_CNRMC/NAMTS1/ and login with your CAC

Then on the left, click on "JPAs"



NAMTS West Coast Launches Watertight Closure Skills Academy Pilot, Enhancing Fleet Readiness

Article and photos by Ramir Pulido, Afloat NAMTS Coordinator

The NAMTS West Coast recently launched the Watertight Closure Skills Academy pilot program, an innovative initiative designed to equip Sailors with essential hands-on experience in the repair and maintenance of watertight closures. The effort was made possible thanks to the unwavering support of the Southwest Regional Maintenance Center (SWRMC) Watertight Door Shop's Maintenance Assist Team (WT MAT) and USS Somerset (LPD 25), demonstrating the Navy's commitment to advancing Sailor readiness and technical expertise.

The pilot brought together a diverse group of Sailors, including HT1(SW/AW) Adam Smerekar and FC3 Joseph Maggiorre from USS John P. Murtha (LPD 26), BM2 Tyler Lovan and MR2(SCW/IDW) Keith Leighty from USS Harpers Ferry (LSD 49), and DC3 Jacob Mills from USS Somerset. These Sailors have played a crucial role in the success of the pilot, contributing their expertise and enthusiasm for this valuable training opportunity.

DCC(SW) Justin Haberly, the Leading Chief Petty Officer (LCPO) for the SWRMC Watertight Door Shop, and his team, DC2(SW) Paola Navaro and DC3 Xavier Keaton, provided exceptional instruction and hands-on mentorship using the SWRMC WT MAT Watertight Door Training Mockup. This mockup created a safe and controlled environment for impactful learning and helped students gain practical, real-world skills. Additionally, LTJG Carson Best, the Damage Control Assistant (DCA) aboard USS Somerset, along with DCCS(SW) Michael Johnson, DCC(SW) Edgar Gutierrez, and DC1(SW/AW) Joseph Gleeson, facilitated real-world applications that elevated the training experience. Their guidance helped instill confidence and reinforced the practical skills the Sailors gained.

The event itself focused on inspecting, troubleshooting, and repairing critical components of a ship's watertight integrity, including doors, hatches, and scuttles, vital elements that ensure the vessel's structural integrity and survivability. The SWRMC WT MAT and NAMTS Subject Matter Experts (SMEs), including Victor Elias and Carla Jordan, were instrumental in providing valuable hands-on experience, helping the Sailors refine their skills and master essential maintenance tasks.

Participants made significant progress, thanks in large part due to the mentorship provided by NAMTS SMEs. Sailors successfully completed several repairs aboard Somerset, improving the ship's watertight integrity. Guided Sailor accomplishments included:

- Repairing and adjusting two Quick-Acting Watertight Doors (QAWTDs)
- Inspecting three MAFO Holtkamp Doors
- Replacing a bushing kit on a QAWTD
- Overhauling a QAWTD Operating Handle
- Inspecting and adjusting a watertight hatch and scuttle
- Replacing a dog bolt assembly in a watertight hatch

BM2 Tyler Lovan of USS Harpers Ferry initiating a Twist Test on a passage way QAWTD with DC3 Jacob Mills observing.

NAMTS Watertight Closure Skills Participants with USS Somerset's (LPD 25) Damage Control Organization Leadership. L-R: DCCS(SW) Michael Johnson Eng Dept LCPO of USS Somerset, Victor Elias NAMTS West, MR2(SCW/IDW) Keith Leighty and BM2 Tyler Lovan of USS Harpers Ferry, LTJG Carson Best DCA USS Somerset, DC3 Jacob Mills USS Somerset, FC3 Joseph Maggiorre and HT1 (SW/AW) Adam Smerekar of USS John P Murtha, DC1SW/AW) Joseph Gleeson R Div LPO USS Somerset, and Carla Jordan NAMTS West.

By working directly on the ships, Sailors not only enhanced the vessel's watertight capabilities but also honed their independent repair skills. This hands-on experience deepened their understanding of maintenance procedures and fostered improved self-sufficiency and technical expertise across the fleet.

The Command Master Chief of USS Somerset, CMDCM(SW/IDW) James Butler, praised the initiative and the dedication demonstrated by the Sailors, affirming, "USS Somerset fully supports NAMTS training, fostering self-sufficiency and encouraging mentorship among Sailors to enhance their skills and leadership development."

Through various mentorship opportunities, the NAMTS Watertight Closure Skills Academy marks a significant step forward in empowering Sailors to perform critical maintenance tasks independently, which ultimately helps reduce downtime and enhances operational readiness. The lessons learned from this initiative will serve as a foundation for expanding similar offerings throughout the fleet. This shift toward greater self-sufficiency is poised to strengthen operational readiness, ensuring mission success in future operations.

With their enhanced skills and increased confidence, the Sailors who completed the pilot program are now better equipped to maintain watertight integrity aboard their ships, playing a crucial role in upholding fleet readiness and ensuring the Navy's ability to operate effectively in challenging maritime environments.

(L-R): HT1(SW/AW) Adam Smerekar of USS John P. Murtha measuring gasket compression on a MAFO Holtkamp Door with shipmate FC3 Joseph Maggiorre recording measurement data.

USS Oak Hill Sailors Incorporate NAMTS into Daily Operations During Deployment

Article and photos by MMC Steven Litz, Command NAMTS JQR Coordinator

With 24 Sailors enrolled in the program, USS Oak Hill (LSD 51) recently demonstrated that deck-plate leadership, self-sufficiency, and technical contractor support are key to sustaining a mission-ready force. Through focus on developing technical expertise, Oak Hill Sailors successfully executed critical repairs to vital equipment during a recent deployment.

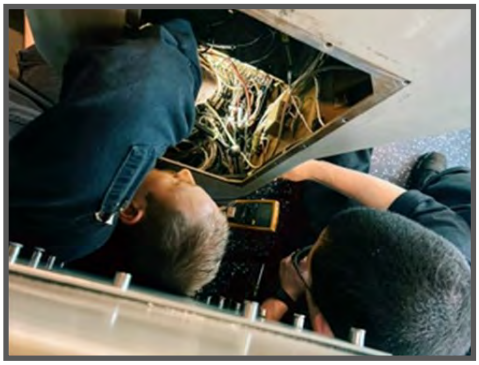
Electrical Division Excels During Deployment

The Electrical Division aboard USS Oak Hill showcased its expertise during their 2024 deployment, utilizing skills acquired through the NAMTS curriculum. While moored pierside, Oak Hill experienced an equipment casualty requiring repairs to the port steering unit. Led by their Leading Chief Petty Officer (LCPO), EMCS Laliberte, and supported by qualified NAMTS Outside Electrical Repair Technicians, EM1 Negus Frame and EM1 Kody John Dauphine, the team applied the Navy's six-step troubleshooting method to diagnose the electrical issue. They worked tirelessly for 48 hours to identify the root cause: a failed Synchro and loose wiring inside the disconnect control switch.

When asked about the issue, EM1 Frame explained, "Due to the location of the equipment in aft steering, vibrations from the ship's propellers can loosen wires, sometimes causing shorts and leading to equipment failure." Once the fault was identified, repairs were completed, restoring the equipment to full operational status. "Having support back stateside to assist with troubleshooting was invaluable. Open communication with technical reps is crucial for making repairs like this when you're thousands of miles away," said EMCS Laliberte.

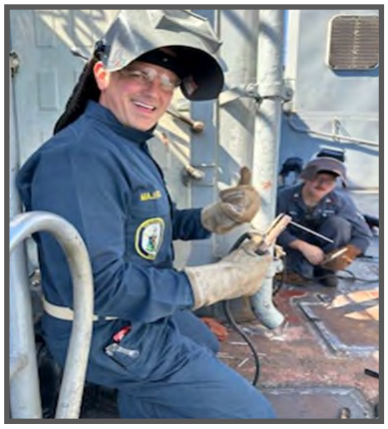
Hull Technicians Demonstrate Exceptional Skills

The HT Shop also gained valuable hands-on repair experience. Constantly relied upon for shipboard maintenance and led by LCPO HTC David Weaver, the Hull Technicians demonstrated their expertise following a heavy storm when pinhole leaks were discovered on the 05 level weather decks. "Water intrusion can lead to severe equipment casualties if not corrected immediately," said HTC Weaver. Tasked with the repairs, HT1 Nash Mitchell, Leading Petty Officer (LPO) of the HT Division, led a team of Sailors in welding deck covers over the affected areas.



EM1 Grant Fletchall and EM1 Kody John Dauphine inspecting a steering control terminal.

Command Master Chief Brandon Majors, an HT and previous Oak Hill Command NAMTS JQR Coordinator, also joined in. "It's important for junior Sailors to see us out there on the deck plates, not just giving verbal guidance, but actively demonstrating how to make the repairs," said Majors.



CMC Brandon Majors and HT1 Nash Mitchell preparing to make repairs to 05 level weather deck.

Auxiliary Division Tackles Complex Repairs

Before deployment, NAMTS mentor Michael Dengate visited USS Oak Hill, providing training to the Auxiliary Division on relief valve repairs and pop testing. This training proved invaluable months later while forward deployed. A failed relief valve on a shaft seal was causing a continuous leak in the shaft alley. Auxiliary Division LPO MM1 Eric John led repairs, resetting the valve to the appropriate parameters and restoring normal operation.

Additionally, a failed relief valve on one of the main propulsion diesel engines prevented it from reaching the required oil pressure to start. Upon inspection in the Auxiliary Division Shop, the team consisting of ENC Donshawn Carter, EN1 Robin Mosley, MM2 Nathaniel Gourley, and MM1 Eric John, discovered carbon buildup on the pilot, which was preventing the compression spring from sealing the valve. Instead of facing a $68K replacement cost and long lead time, the team successfully repaired and reset the valve. This not only saved the Navy money but also ensured the ship remained operational without delay.

The Value of NAMTS

"While OAK was deployed to the 6th Fleet AOR, having Sailors with the technical capability to repair and fix equipment while underway is imperative to the success of the mission. We were able to stay underway and support the mission while other ARG ships were unable to support tasking," shared Oak Hill's Chief Engineer, LCDR Antonio O. Martinez. "These days, it is difficult to get the experience that Sailors get from a Regional Maintenance Center duty. The NAMTS program provides that opportunity to learn on the job while Sailors obtain a NEC and the command is a more capable asset to the fleet. I encourage more Sailors to take advantage of opportunities like these because at the end of the day, it is a win-win situation."

NAMTS improves the crew by prioritizing skill development and knowledge transfer; the Navy can reduce equipment failures, accelerate repair times, and lower costs. We must shift the mindset from "remove and replace" to "repair and rebuild."

USS Lassen (DDG 82) Demonstrates Self-Sufficiency

Article and photos by Rick Smith, Afloat NAMTS Coordinator

In the complex and demanding environment of a naval ship, mechanical reliability is paramount. When USS Lassen (DDG 82) encountered a critical mechanical issue in the Sonar Division by way of a seized Sonar Dome firemain cutout valve, swift action was required. Upon removal, the valve was found to be beyond economical repair, necessitating a replacement. This situation underscored the invaluable expertise of the ship's Machinery Repairmen (MRs), whose skills ensure the continuous operational readiness of vital systems.

A Precision Task Under Pressure

MR2(SW) Nathan Terry, a qualified Navy Afloat Maintenance Training Strategy (NAMTS) Inside Machinist assigned to R Division played a key role in the repair effort. MR2 Terry was tasked with modifying a replacement swing check valve that had been cast at a foundry without pre-drilled holes in the flanges.

Applying his extensive knowledge and hands-on experience, MR2 Terry worked to ensure the new valve would fit seamlessly into the ship's firemain loop. His expertise in layout, machining, and fabrication was put to the test as he precisely customized the replacement component.

The Detailed Customization Process

The process of modifying the valve required meticulous attention to detail and technical precision. MR2 Terry followed a structured approach:

Inspection and Measurement – Carefully measuring the existing flange pattern on the firemain loop and comparing it to the new valve to ensure compatibility.

Layout Planning – Marking the precise locations for the six bolt holes using specialized layout tools to guarantee correct alignment.

MR2(SW) Nathaniel Terry performs layout indexing for a six bolt hole flange aboard USS Lassen (DDG 82).

Drilling and Machining – Using precision drilling techniques to create clean, properly sized bolt holes while maintaining structural integrity.

Verification and Fitment – Ensuring the modified valve aligned perfectly with the piping system and met operational standards.

MR2(SW) Nathaniel Terry drills a 5/8 inch hole on a six bolt hole flange.

Final Functionality Check – Confirming the valve's proper operation within the firemain loop to maintain the ship's firefighting readiness.

Skills That Transcend Service

MR2 Terry's ability to execute this critical task highlights the effectiveness of the NAMTS program, which provides specialized training to Sailors in mechanical repair and fabrication. "I have reflected on the lessons learned from my training. This has highlighted a broader impact in the program which not only prepared me for duties in the military but has also equipped my skills that will be useful as I transition to civilian life," said Terry.

Lassen's successful repair of the firemain cutout valve exemplifies the critical role of Machinery Repairmen in naval operations. Their ability to diagnose issues, fabricate solutions, and maintain mission-critical systems ensures the continued operational effectiveness of the fleet. Thanks to the dedication and expertise of sailors like MR2 Terry, the ship remains ready to meet any challenge, proving once again that precision and preparedness are the hallmarks of a strong and capable Navy.

MR Rating Badge.

Petty Officer Donahoe Leads Critical Repair Aboard USS Carl Vinson (CVN 70)

By Ramir Pulido, Afloat NAMTS Coordinator

EM1(SW) Marcus Donahoe, a highly skilled NAMTS Inside and Outside Electrical Repair Technician NEC holder and USS Carl Vinson's Command NAMTS Assistant JQR Coordinator, recently played a critical role in maintaining vital shipboard operations.

Drawing upon his NAMTS training and deep expertise in electrical and mechanical motor troubleshooting, EM1 Donahoe quickly identified that the Forward Enlisted Galley's exhaust ventilation motor required rewinding. During troubleshooting, he verified electrical continuity and insulation resistance using a megger tester and Valhalla Digital Ohmmeter, confirming electrical degradation in the motor windings. Through motor disassembly he performed a detailed electrical and mechanical inspection, to identify any other faults or issues with the motor.

His comprehensive understanding of rigging procedures, motor disassembly, and the interpretation of electrical and mechanical readings enabled him to precisely diagnose the issue and determine the corrective actions needed. EM1 Donahoe performed a complete motor rewind, carefully removing the damaged copper windings, hand-winding new coils, and properly insulating each to operational standards. He also replaced both free-end and drive-end motor bearings, conducted static and dynamic balance checks, reassembled the motor, and conducted a no-load test in accordance with Navy standards prior to re-installing the motor.

Through his effective execution, EM1 Donahoe completed the ventilation motor rewind and bearing replacement repair with minimal disruption to galley operations ensuring continued food service support and boosting crew morale. In true NAMTS fashion, he also used the opportunity as a teaching moment, mentoring two junior Sailors throughout the process. His leadership not only enhanced their technical skills but also reinforced the ship's capability to perform self-sustaining repairs.

EM1(SW) Marcus Donahoe conducting rewind operations on the exhaust motor for the forward enlisted galley. (Photo by Ramir Pulido.)

EM1(SW) Marcus Donahoe conducting rewind operations on the exhaust motor for the forward enlisted galley. (Photo by Ramir Pulido.)

As Sailors, our job is about more than just fixing gear, it's about being mission-ready at all times," said Donahoe. "Ensuring the aft galley exhaust fan is fully operational isn't just corrective maintenance it's sustaining the ship's daily life and operational capability. With NAMTS-trained Sailors on the job, we demonstrated self-sufficiency, technical skill, and teamwork."

As the ship's NAMTS Assistant JQR Coordinator, Petty Officer Donahoe continues to foster a culture of technical excellence, ensuring that his shipmates are trained and ready to meet the Navy's evolving maintenance needs. His proactive leadership and commitment to mentorship reflect the Navy's Core Values of Honor, Courage, and Commitment.

Petty Officer Donahoe's actions directly contributed to the ship's operational effectiveness, reinforcing the critical value NAMTS-qualified Sailors bring to the fleet's mission success and long-term self-reliance.

Valve-Ready: Truman Boosts Self-Sufficiency Through NAMTS Mentorship

By Mike Dengate, Afloat NAMTS Coordinator

USS Harry S. Truman (CVN 75) recently wrapped up its Carrier Strike Group Composite Training Unit Exercise (COMTUEX) and was in port for pre-deployment preparations. Afloat NAMTS Coordinator (ANC) and Valve Repair Subject Matter Expert (SME) Mike Dengate went aboard the ship to check the operational status of the valve test stand a critical piece of equipment used to conduct pop-tests on shipboard relief valves.

Mr. Dengate met with HTC(SW) Mike Vasquez in the repair office where the valve test stand is located. Chief Vasquez confirmed that the test stand was fully operational and had been used to pop-test relief valves. However, he raised a concern: only one Sailor aboard the ship was trained and proficient in the operation of the valve test stand and that Sailor was set to transfer two months into the deployment. With no other trained personnel available, Chief Vasquez recognized the need for additional Sailors to be taught to use the test stand, ensuring the ship could perform pop-tests not only for Harry S. Truman, but also for the cruisers and destroyers assigned to the carrier strike group.

To address this gap, Chief Vasquez and Mr. Dengate arranged a hands-on mentor session for the Sailors who would remain aboard throughout the deployment.

Hands-On Mentoring for Sailors

Before the ship deployed, Mr. Dengate provided hands-on mentorship to HT2 Alex Weaver, HT2 Gabriel Gainey, HTFA Isaac Lopez, HTFA Othon Jimenez, and HTFA Richard Odell.

Mike Dengate from the NAMTS Afloat Team gives over the shoulder mentorship to HT2 Alex Weaver from Atlanta, GA. on how to adjust the pressure while pop testing a relief valve. (Photo by HTC(SW) Mike Vasquez.)

Mike Dengate from the NAMTS Afloat Team gives over the shoulder mentorship to HT2 Gabriel Gainey from Seattle, WA. on how to adjust the pressure while pop testing a relief valve. (Photo by HTC(SW) Mike Vasquez.)

The mentorship covered essential skills, including:

- Operating and troubleshooting the valve test stand.
- Pop-testing a relief valve using a spare 2-inch valve set at 62 PSI.
- Troubleshooting and repairing failed relief valves, including disassembly, part replacement, reassembly, and retesting.
- Testing new relief valves issued by the Navy Supply System.
- Properly documenting pop-test results in the Relief Valve Test Log.

Mission-Ready for Deployment

After the mentorship sessions, Chief Vasquez expressed confidence in his team's ability to operate the valve test stand, ensuring readiness for any potential repairs needed during deployment. Mr. Dengate also recommended that Sailors responsible for valves enroll in the NAMTS program to obtain the Valve Repair Technician NEC, further strengthening the ship's capabilities.

With its newly trained team, Harry S. Truman deployed fully prepared to support its own needs and assist other ships in the Carrier Strike Group as necessary. This proactive approach to training ensures mission success and operational readiness at sea.

NAMTS Sailor Contributes to Advancing Rigging Practices Aboard USS Carney (DDG 64)

By Rick Smith, Afloat NAMTS Coordinator

Aboard USS Carney (DDG 64), rigging operations have taken a remarkable leap forward. Since launching the Navy Afloat Maintenance Training Strategy (NAMTS) program in November 2024, the ship has successfully completed the qualifications of seven candidates in Core Fundamentals. One of those individuals, BM2 Joshua Pennington, has made significant strides in the NAMTS Rigger/Weight Tester Job Qualification Requirements (JQR), gaining invaluable hands-on experience while learning the complexities of rigging, particularly in confined spaces.

In one day, BM2 Pennington completed the rigging process for the No. 3 Sea Water Service Pump. Encouraged by that success, he later that day performed a second lift for the No. 5 Sea Water Service Pump.

These back-to-back lifts provided BM2 Pennington with invaluable experience in critical maintenance tasks skills that directly contribute to Carney's material readiness and overall fleet self-sufficiency. His rapid progress highlights NAMTS's emphasis on "over-the-shoulder" mentorship and real-world practice rather than classroom only learning.

The success aboard Carney demonstrates how focused, hands-on NAMTS mentoring can rapidly elevate Sailor proficiency, ensuring that ships remain mission-ready without reliance on shore-based support. As more Sailors complete their Skill Area JQRs, Carney's maintenance teams will be even better equipped to tackle complex repairs at sea.

Mastering Rigging in Tight Spaces

BM2 Joshua Pennington's journey in rigging has been one of growth and practical application. His work within the NAMTS program has been instrumental in developing his skills, especially in challenging environments like narrow, compact spaces. Rigging tasks often take place in environments such as escape trunks and other tight shipboard areas, requiring special techniques and attention to detail.

For example, while rigging the No. 5 Sea Water Service Pump, BM2 Pennington learned to maneuver rigging gear through tight spaces like escape trunks. This hands-on experience has given him a deeper understanding of how to manage rigging equipment efficiently and safely in confined spaces. "It's interesting to see how this training has opened my eyes to the complexities of rigging, especially in terms of safety, detailed preparation, and the execution of seemingly routine tasks," said Pennington.

Onboard USS Carney (DDG 64), BM2 Joshua Pennington inspects a 1 ½ Ton Chain Hoist lower hook assembly for defects. (Photo by IT1 (IW) Andrew Cole.)

The Essential Tools for Rigging

Through the NAMTS program, BM2 Pennington has also become well-versed in the vital rigging tools aboard naval ships. As part of his training, he delved into the various pieces of equipment necessary for lifting and securing loads, such as block and tackles, hand winches, snatch blocks, turnbuckles, and lifting bags. These tools play a critical role in the safe operation of the ship, especially during heavy lifting and load adjustment tasks.

USS Carney's (DDG 64), BM2 Joshua Pennington assists in the alignment of No. 5 Sea Water Service Pump. (Photo by IT1 (IW) Andrew Cole.)

Pennington was surprised to discover just how much he had to learn about each tool. "If there ever was a way to prepare for my advancement exams, this is the way!" he shared. His enthusiasm for learning about rigging equipment is clear, and the NAMTS mentorship program has fueled his desire to dive deeper into each tool's purpose and function. Understanding the proper use of these tools is essential not only for safety, but for ensuring successful completion of daily tasks as well as success with advancement exams.

Careful Planning and Execution of Rigging Routes

The rigging process aboard Carney often requires careful planning, especially when dealing with obstacles like equipment, contractors, and other operations onboard. For instance, when preparing to remove the No. 3 Sea Water Service Pump one morning, BM2 Pennington faced significant challenges in determining the safest and most efficient routes for rigging the equipment. These challenges were further complicated by space constraints and the presence of contractor equipment like hoses, welding leads, and airlines inside the planned rigging area.

Thanks to his NAMTS mentorship, Pennington learned to identify potential risks early, allowing him to communicate effectively with the safety team and annotate all necessary considerations before setting up any rigging equipment. "During CARNEY's SRA [selected restricted availability] overhaul, we had to coordinate with shipyard management to address ventilation systems and other hazards," Pennington explained. "This kind of planning ensured we followed the safest procedures during the lifting operation, which was key to completing the task safely."

Key Takeaways

Efficient rigging, particularly in tight, compact spaces, requires a combination of specialized equipment, detailed planning, and well-practiced techniques. The lessons learned by BM2 Joshua Pennington aboard USS Carney are a testament to how the NAMTS program equips Sailors with the skills and knowledge necessary to excel in these demanding tasks. By applying the right tools, following safety protocols, and constantly refining their rigging techniques, the crew of USS Carney is well-positioned to handle the rigging challenges of naval operations, even in the most restricted environments.

"BM2's rigging knowledge provides CARNEY with an important organic repair capability we did not otherwise have. The NAMTS program enabled BM2 Pennington to learn a valuable new skill for himself and expand the ship's capabilities at the same time," said USS Carney's Commanding Officer, Commander Myron Lind.

USS Kearsarge (LHD 3) NAMTS Sailors Perform Routine Yet Critical Maintenance

Article and photos by Sharon Jones, Afloat NAMTS Coordinator

NAMTS-enrolled Sailors aboard USS Kearsarge (LHD 3), an amphibious assault ship of the United States Navy, recently conducted essential maintenance on the ship's watertight closures.

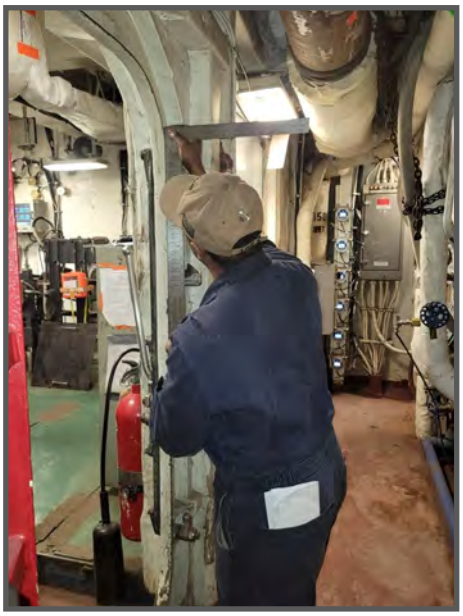
MM1 (SW) Cleon John of Darby, Pennsylvania, and MM2 Demetrious Jones from Tampa, Florida, both of whom are enrolled in NAMTS, led routine watertight closure maintenance; tasks included inspecting, testing, and operating U.S. Navy Standard Doors to ensure they met damage control and operational standards ahead of the ship's upcoming Damage Control Material Assessment (DCMA).

As part of this task, the Sailors conducted inspections on five watertight doors located on two different levels of the ship. The focus was on identifying signs of corrosion, wear, and mechanical issues that could compromise the watertight integrity of the closures.

Using the appropriate Planned Maintenance System (PMS) card, the Sailors began by developing inspection record sheets to track the condition of each door. Each door was examined for mechanical integrity and corrosion control.

The inspection process included checking hold-back devices for missing or damaged parts, evaluating door panels for rust or deformities, and inspecting welded or bolted dog wedges for signs of wear or loosening. Door frames were assessed for damage or corrosion that could compromise sealing.

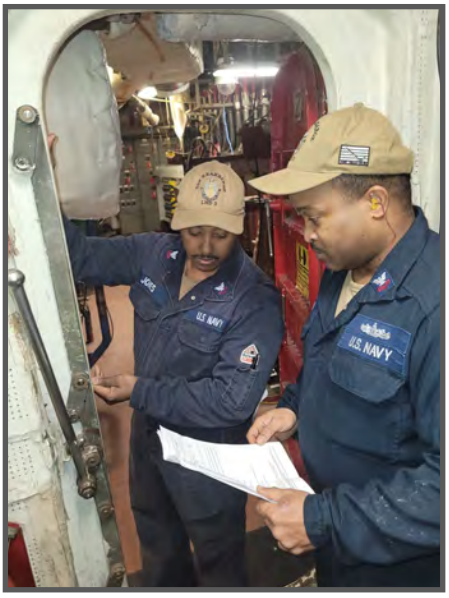
Hinges, gaskets, and gasket channels were closely inspected. In cases where gasket surfaces had been painted over, paint was carefully removed using a hardwood block to preserve the gasket sealing edge. Internal and external handles were tested to ensure they moved in sync, confirming operational reliability from both sides of the door.



MM2 Demetrious Jones using a Carpenter's Square to measure gap readings between rule and knife edge.

Dogging mechanisms, linkages, and knife-edge contact surfaces were examined to ensure a tight seal could be achieved. Once all visual and functional inspections were complete, each door was subjected to an operational test to confirm it met performance expectations.

Upon finishing all inspections, MM1 John and MM2 Jones submitted the completed record sheets to their Work Center Supervisor for documentation and follow-up maintenance if needed.



MM1 (SW) Cleon John and MM2 Demetrious Jones conduct preventive maintenance on a watertight door.

MM2 Jones credits his enrollment in NAMTS Watertight Closure Maintenance Technician for his promotion from Third Class Petty Officer to Second Class Petty Officer.

The upkeep of watertight closures depends on teamwork and preparedness. Sailors aboard Kearsarge recognize that their efforts directly impact the ship's ability to stay afloat.

MM1 (SW) John emphasizes the value of the NAMTS Program, stating, "The NAMTS program is great for the Navy and USS Kearsarge." John is enrolled in NAMTS Heat Exchanger Repair Technician.

By performing routine preventive and corrective maintenance, Sailors enhance the ship's warfare readiness and contribute to overall crew safety. A watertight ship is a battle-ready ship. Properly maintaining watertight closures ensures the ship remains resilient and mission-capable under all circumstances.

MM2 Jones using a 320-grit abrasive cloth on watertight door knife edge to remove paint rust and corrosion.

USS Ashland's (LSD 48) Auxiliary Division Boosts Readiness and Sustainability Through In-House Repairs

Article and photos by Steven Constantino, Afloat NAMTS Coordinator

Showcasing the success of Navy Afloat Maintenance Training Strategy (NAMTS) enrollees, USS Ashland (LSD 48) recently completed a critical equipment repair when Machinist's Mate First Class Rajah Stutts and Machinist's Mate Second Class Bobby Martinez, overhauled its No. 1 Plastic Compress Melt Unit, an essential component for plastic waste management during extended deployments.

The Auxiliary Division demonstrated both technical expertise and the growing self-sufficiency of shipboard personnel. The hands-on effort displayed by MM1 Stutts and MM2 Martinez highlights Ashland's continued commitment to operational readiness and environmental responsibility, all while showcasing the success of the Navy Afloat Maintenance Training Strategy (NAMTS) in empowering Sailors to take the lead on complex repairs. An Outside Machine Subject Matter Expert (SME) for NAMTS provided guidance and mentorship, utilizing his expertise to ensure that procedures were followed and emphasizing the technical training goals of the NAMTS program.

MM1 Stutts and MM2 Martinez are both currently enrolled in the NAMTS Pump Repair Technician and NAMTS Valve Repair Technician job qualification requirements (JQR), respectively. The team's initiative and technical expertise enabled them to replace essential parts, such as door assemblies, the ram, and pneumatic drive units. These were crucial in restoring the Compress Melt Unit's full functionality. The repair process entailed multiple detailed steps, including safely isolating and depressurizing the system, detaching damaged or worn hardware, creating custom gaskets and seals, aligning and installing new mechanical components, and confirming the correct routing of pneumatic lines. The team performed functional tests to verify the system met operational specifications, including leak checks, pressure tests, and cycling operations. Their systematic approach and attention to detail ensured the equipment was returned to operational status, ready to uphold the ship's environmental standards and mission preparedness.

MM1(SW/AW) Rajah Stutts from Troy, Michigan, disassembles Nr. 1 Plastic Compress Melt Unit components.

MM2 Bobby Martinez disassembles Nr. 1 Plastic Compress Melt Unit components.

"I believe NAMTS is a great program that recognizes hard-working Sailors who go above and beyond to master their jobs, become subject matter experts, and ultimately receive well-deserved recognition," said MM1(SW/AW) Stutts, a 10-year Navy veteran.

By leveraging the NAMTS program, the ship's crew successfully performed the overhaul internally, reducing reliance on out side contractors and reinforcing the Navy's goal of mission-capable self-sufficiency. The project not only ensured compliance with environmental regulations but also enhanced the crew's operational agility and technical confidence.

"The NAMTS Program has been invaluable in refining and enhancing my technicians' troubleshooting and repair capabilities," added LTJG Carlis McCarthy, Auxiliary Officer. "I have witnessed tremendous growth in their subject matter expertise through structured skill paths, hands-on training, and applicable testing. I am confident that this knowledge and experience will greatly benefit their future assignments."

As Ashland continues to prioritize proactive maintenance and sailor development, projects like this one serve as a powerful reminder of the Navy's investment in its most important asset: its people.

USS Harpers Ferry (LSD 49) Enginemen Lead the Charge in Diesel Engine Inspection

By Carla Jordan, Afloat NAMTS Coordinator

The crew of USS Harpers Ferry (LSD 49) continues to raise the bar for operational readiness and technical proficiency, with a strong focus on NAMTS-driven training and development. Most recently, that excellence was on full display as the ship's Enginemen returned from deployment and immediately undertook a critical Diesel Engine Inspection (DEI) on the Number One Ship's Service Diesel Generator (SSDG).

This inspection was led by two outstanding Sailors and NAMTS qualified leaders: ENC (SW) Tyler Nelson, a certified Navy Diesel Engine Inspector, and ENC (SW/EXW) Kenneth Lake, who holds the U26A NAMTS Diesel Engine, Governor, and Injector Repair Technician NEC. Their leadership was instrumental in both the successful execution of the inspection and the mentorship of junior Sailors through hands-on technical training.

In an effort to ensure continued reliability and performance, comprehensive diesel engine inspections were carried out during routine planned maintenance. The inspections, performed as part of standard DEI planned maintenance, revealed that the bearings on a critical drive did not meet inspection standards.

Following the discovery, ENC Lake and ENC Nelson lead a team of Sailors to perform corrective action. The upper crank assembly was removed and sent for re-chroming to restore it to operational condition and extend its service life. In addition, the pinion and bevel gears, both vital components in the engine's drive system, were replaced to prevent further mechanical issues and to ensure optimal performance.

These proactive steps are part of the ongoing commitment to maintaining equipment reliability and safety standards, minimizing the risk of unplanned downtime.

As part of Phase 2 of the DEI, EN2 Bleize Parker of Sherman, Texas, and ENFA Mercedes Rye of Orange County, Calif., received valuable on-the-job training that deepened their understanding of the Fairbanks Morse opposed piston diesel engine, a uniquely designed and mission-critical system.

"EN2 Parker and ENFA Rye are gaining first-hand experience with the inner workings of a diesel engine in a real-world setting," said ENC Nelson. "This is their first opportunity to work alongside Fleet Diesel Inspectors. The learning curve is steep, but the technical skills and confidence they're building are exactly what NAMTS is all about."

The evolution was not just about completing a complex inspection, it also reinforced the core NAMTS values of mentorship, readiness, and sustained shipboard self-sufficiency. ENC Nelson and ENC Lake served as technical leaders and role models, demonstrating how NAMTS qualifications translate directly into fleet readiness and capability.

The successful completion of this DEI underscores the impact of the NAMTS program in preparing Sailors for high-

EN2 Bleize Parker assisting in a Diesel Engine Inspection on Number 1 Ship's Service Diesel Generator aboard USS Harpers Ferry (LSD 49). (Photo by EM1 (SW) Seth Waers.)

responsibility maintenance tasks while reducing reliance on external repair support. Thanks to the knowledge, training, and initiative of the Harpers Ferry engine team, the ship is once again fully mission-ready.

The Enginemen of USS Harpers Ferry exemplify what NAMTS stands for: empowered Sailors, expert-level maintenance, and a Navy that is always ready. Their efforts ensure every mission starts with the confidence of capability and the power to go the distance.

USS Carter Hall (LSD 50) Strengthens Readiness with Rigger/Weight Tester Mentoring

Article and photos by Brian Epling, Afloat NAMTS Coordinator

USS Carter Hall (LSD 50) has taken a proactive step toward enhancing fleet readiness by launching a focused mentorship program to develop Sailors utilizing the Navy Afloat Maintenance Training Strategy (NAMTS) Rigger/Weight Tester job qualification requirements (JQR) which leads to Sailors earning their Navy Enlisted Classification (NEC 797A). This critical NEC ensures the safe and efficient execution of lifting operations, directly supporting shipboard safety and mission success.

Recognizing an upcoming gap in qualified personnel due to the pending transfer of the ship's current Rigger/Weight Tester Qualifier, the command initiated a pilot mentorship effort. Spearheaded by the Command NAMTS JQR Coordinator, the mentorship initiative partnered Afloat NAMTS Coordinator (ANC) Mr. Brian Epling, the program was designed to assist BM2 Nelson Smith and BM2 Rodolfo Beristain through comprehensive, hands-on mentoring.

The Afloat NAMTS Coordinator and NAMTS Subject Matter Expert Mr. Brian Epling's extensive expertise brought structure and depth to the pilot program; he blended theory and equipment/tool knowledge outlined in the 100 and 200 series sections of the JQR with practical application from the 300 series. His approach created an immersive learning environment that empowered the Sailors to gain both confidence and competence in their rigging skills.

Importance of the Rigger/Weight Tester NEC

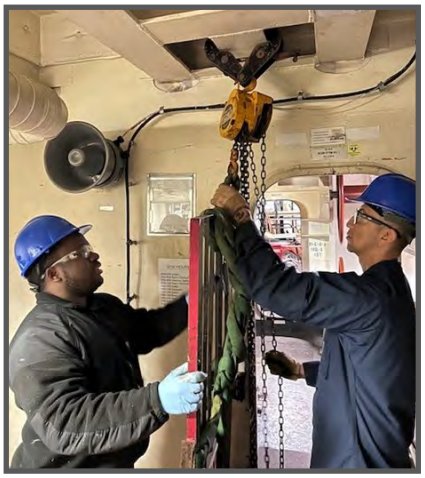
The NAMTS Rigger/Weight Tester NEC is essential for maintaining operational capability. Sailors in this role are responsible for performing complex lifting evolutions, equipment handling, and weight testing in strict compliance with Navy safety protocols. The NAMTS program has SMEs on both coasts who have the knowledge and experience to help ships in developing their Sailors with these critical skills.

At Mid-Atlantic Regional Maintenance Center, USS Carter Hall's BM2 (SW) Ronoldo Beristain (left) and BM2 (SW) Nelson Smith receive work package generation training from BMCS (SW/AW) Ricke Regan (USN, Ret).

Focused Mentorship for Operational Excellence

As part of the mentorship, BM2 Smith and BM2 Beristain engaged in repeated, real-world application of skills outlined in the 300 series section of the JQR, under Mr. Epling's direct over the shoulder guidance. One notable evolution involved the safe removal and relocation of a mounted door using beam clamps, slings, chain falls, and hand tools all under close supervision and instruction.

To reinforce technical proficiency, the Sailors completed multiple R-Checks and integrated their understanding of the 3M system. The iterative nature of the mentoring emphasized proper risk management and reinforced safety awareness while navigating tight, obstacle-filled spaces.



Aboard USS Carter Hall (LSD 50), BM2 (SW) Nelson Smith (left) and BM2 (SW) Ronoldo Beristain conduct a through ships rigging to satisfy line items on the Rigger Weight Tester JQR.

Skill Certification and Career Growth

Through this tailored mentorship, both Sailors developed the knowledge and skills necessary to complete their Skill Area Exam and Oral Board the final steps in earning the NAMTS Rigger/Weight Tester NEC 797A.

"Achieving this NEC is vital for my professional development and the ship's operational capabilities," said BM2 Nelson Smith. "It allows me to contribute more effectively to our mission, ensuring safe equipment handling and efficient task completion."

Fostering Teamwork and Collaboration

Beyond technical training, the mentorship cultivated a sense of camaraderie and peer leadership. BM2 Beristain actively mentored fellow Sailors during evolutions, reinforcing the collaborative mindset essential for successful operations underway.

Preparing for Future Missions

USS Carter Hall's commitment to developing a self-sustaining and mission-ready crew. By mentoring and qualifying Sailors ahead of deployment, the ship reduces reliance on outside support and reinforces the Navy's broader goal of maintaining a skilled and resilient workforce.

USS Carter Hall's use of the NAMTS program to support mission readiness is a model demonstrating the power of targeted training, hands-on leadership, and a shipboard culture rooted in continuous improvement.

(L-R) Brian Epling (Afloat NAMTS Coordinator),CWO2 Lester Jones, Sharon Jones (Afloat NAMTS Coordinator), BM2 (SW) Nelson Smith, and BM2 Ronoldo Beristain during the BM2s' NAMTS Rigger/Weight Tester oral board. (Photo by Kat Ciesielski.)

BM2 (SW) Ronoldo Beristain (left) and BM2 (SW) Nelson Smith receive their NAMTS Rigger/ Weight Tester certificates on March 7, 2025.

Powering Forward: Stethem Restores Breaker & Trains Next-Gen NAMTS Electricians

Article and photos by Carla Jordan, Afloat NAMTS Coordinator

In a significant milestone for the crew of USS Stethem (DDG 63), EM1 (SW) Riley Sutliff of Montana oversaw the successful change of number 1S-2S bus tie circuit breaker breaker, marking a crucial repair that has been long awaited. This breaker had been CASREPED for over a year, making its restoration a top priority.

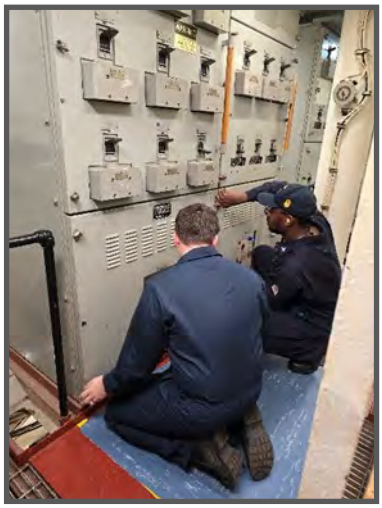
NAMTS enrolled Sailors EM3 Tyrone Thomas II from Florida, EM3 William Hughes from Massachusetts and EMFN Michael Adomako from Guana, supported the repair, marking their first major maintenance experience. The operation, which was critical to restoring full functionality to the electrical plant, was carried out with precision and teamwork; their technical expertise, gained through the NAMTS program, made this mission-critical maintenance possible.

First-Time Experience for NAMTS Trainees

For all three junior Sailors, this operation marked their first hands-on experience with a breaker exchange, an essential step in their technical development. Under the guidance of NAMTS Outside Electrical Repair Technician NEC holder EM1 (SW) Sutliff, they have been undergoing rigorous mentorship designed to build their proficiency in performing critical maintenance tasks.

The repair allowed an opportunity for mentorship; the Sailors received focused instruction on electrical safety protocols, including the proper use and installation of personal protective equipment. They were mentored through each phase of the evolution: safely opening the switchboard, racking out the breaker, racking it back in, and properly charging and testing the breaker's operation.

In addition to electrical knowledge, the evolution required rigging the breaker in and out of the switchboard, providing the Sailors with hands-on training in proper rigging procedures



EM3 Tyrone Thomas II and EM3 William Hughes place the front cover panel of number 1S-2S bus tie circuit breaker after successful replacement in Auxiliary Machinery Room 1.

EMFN Michael Adomako, EM3 Williams Hughes and EM1 (SW) Riley Sutliff prepare rigging equipment on number 1S-2S bus tie circuit breaker in preparation for installment in number 1 switchboard.

and the safe use of rigging equipment.

The successful completion of this task stands as a testament to the Sailors' growing technical competence and highlights the effectiveness of the NAMTS program in preparing the Fleet's next generation of skilled maintainers.

"I'm proud of the team's effort today. This was a challenging yet rewarding task, and it's great to see how far we've come in terms of training," said EM1 (SW) Sutliff, a graduate of the NAMTS program, who supervised the operation. "The successful completion of this breaker exchange ensures our systems will continue to function smoothly, and it also serves as an important learning opportunity for our crew members."

Training for the Future

As part of their NAMTS journey, EM3 Hughes and EMFN Adomako are gaining valuable experience and exposure to real world challenges that will enhance their skills in maintenance and repair. This milestone in their training serves as a foundational experience, one that will prepare them for future roles in electrical maintenance and system operations.

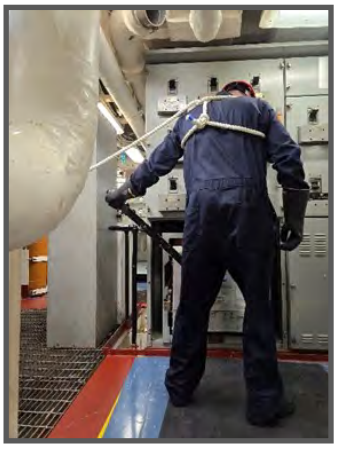
Both expressed their appreciation for the opportunity, highlighting the hands-on experience as vital to their professional development.

"This experience has been invaluable," said Fireman Adomako. "It's one thing to learn in the classroom, but working on a real task with such a great team is a whole different level of understanding."

With the successful completion of this high-priority repair, the crew has once again demonstrated their ability to manage complex electrical systems, and their commitment to ensuring the reliability and safety of operations remains unwavering.

"These Sailors being able to gain experience through hands-on repairs is exactly what the NAMTS program is all about: providing real-world training that builds both skill and confidence for the challenges ahead," said EMC (SW/AW) Patrick Dougherty, USS Stethem Command NAMTS JQR Coordina-

(Continued on page 35)



EM1 (SW) Riley Sutliff manually cycles number 1S-2S bus tie circuit breaker into the test position.

tor.

As the crew continues their training and experiences, the expertise of EM1 (SW) Sutliff, along with the dedication of EM3 Thomas, EM3 Hughes and EMFN Adomako, is setting the stage for even more achievements in the future.

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"These Sailors being able to gain experience through hands-on repairs is exactly what the NAMTS program is all about, providing real-world training that builds both skill and confidence for the challenges ahead," said EMC (SW/AW) Patrick Dougherty, USS Stethem's command NAMTS JQR coordinator.

As the crew continues their training and experiences, the expertise of EM1 (SW) Sutliff, along with the dedication of EM3 Thomas, EM3 Hughes and EMFN Adomako, is setting the stage for even more achievements in the future.

SWRMC SELRES Sailor Earns NAMTS NEC

By NAMTS Public Affairs

After having served as an active duty Sailor for 12 years, MM1 (SW/AW) Anna Kappers, originally from Cavite, Philippines, wanted to continue serving , but in a different fashion, so she joined the Navy Reserve. Her goal is to complete 20 years of service and joining the reserves provided an opportunity to maintain that connection while transitioning to the next phase of her professional life.

While stationed at Southwest Regional Maintenance Center (SWRMC), MM1 Kappers enrolled in and completed the NAMTS Outside Machinist job qualification requirements (JQR) and earned the associated Navy Enlisted Classification (NEC). As a reservist, Kappers enrolled in NAMTS Pump Repair Technician in May 2023 and earned her NEC in March 2025.

"Having NAMTS NECs provides me with an opportunity to become a subject matter expert, which is valuable for supporting active-duty service members during our annual training or stepping in when a reservist is needed in critical situations," shared Kappers. "The most valuable aspect of completing the JQRs and earning my NECs has been the opportunity to develop specialized knowledge and skills that directly contribute to my role within the Reserves, allowing me to step up and take on more responsibility when needed. This experience has significantly increased my confidence and has given me the tools to be more effective in my military career."

MM1 Anna Kappers works to overhaul and test a VCHT discharge pump on April 8, 2025, at Southwest Regional Maintenance Center. (Photo by MM1 Willy Ann Wray.)

Tasks that Kappers enjoyed most were those that required problem-solving and critical thinking, such as trouble-shooting complex systems, conducting inspections, performing alignments, and rebuilding pumps. Such tasks gave her the opportunity to challenge herself and see the tangible impact of her work, which was both fulfilling and motivating.

"I'd like to thank Code 943, both Sailors and Civilians, for the guidance and training they've provided. A special thanks to MM1 Sasefina Moala and MM2 Emmanual Alexander Chicas for their consistent support and encouragement throughout each annual training, helping me successfully complete the Pumps NAMTS program," said Kappers.

Currently a resident of Alpine, California, Kappers completed her Master's Degree in Public Health with a specialization in Healthcare Administration and is working on a second Master's degree, this time in Behavioral Psychology.

MM1 Anna Kappers is presented with her NAMTS Pump Repair Technician Certificate by senior enlisted leader MMC Dianna Murga (NR SWRMC). (Photo by EMCS (SW) Michael John Penaflor.)

Sailor in the Spotlight

Article and photo by Ashley Yahnel, Regional NAMTS Coordinator

At Norfolk Naval Shipyard (NNSY), the Navy Afloat Maintenance Training Strategy (NAMTS) program provides Sailors the opportunity to develop their mechanical and troubleshooting skills into confident and competent maintenance technicians through hands-on training and production work. With this training approach, NAMTS- enrolled Sailors receive real world experience troubleshooting causalities, initiating repairs, and performing maintenance with designated subject matter experts who impart lessons-learning, best practices, and over-the-shoulder expertise to foster material understanding.

One rising-star NNSY Sailor who exemplifies everything the NAMTS program stands for is EN1 (SW/AW) Courtney C. Strength. Her efforts to advance and better herself professionally have placed her in a small but growing group of Sailors who have taken the time to earn three NAMTS Navy Enlisted Classifications (NECs) in a single tour of duty. She has earned NECs in NAMTS Valve Repair Technician (March 2024), NAMTS Diesel Engine Governor and Injector Repair Technician (December 2024), and NAMTS Heat Exchanger Repair Technician (May 2025). With these NAMTS certifications, she has proven herself capable of handling complex repairs independently, establishing herself as an asset to any ship or department she serves in. Additionally, the qualifications she has earned have positioned her for success after the Navy, as they are highly regarded in the civilian sector, offering a solid foundation for a future career in Hull Maintenance and Engineering.

Originally from San Antonio, Texas, EN1 Strength joined the U.S. Navy in August 2015, eager to take on the challenges and opportunities the Navy had to offer. She initially enlisted as a Machinist's Mate (MM), but her passion for mechanics and engine operation quickly became apparent. While serving aboard her first command, USS George Washington (CVN 73), EN1 Strength developed a keen mechanical inclination, particularly with engine operation and repair, influencing her to convert her rate to Engineman (EN).

Her next assignment aboard USS Harry S. Truman (CVN 75) marked a major shift in her career as she worked in the reactor department on emergency diesel generators. Here, EN1 Strength's technical abilities were put to the test as she worked with high-stakes systems essential to the ship's operational success. During this period, she also served as the Quality Assurance Leading Petty Officer (QA LPO), a role in which she was responsible for overseeing maintenance standards and ensuring the efficiency and safety of all repair procedures.

Following her time on Harry S. Truman, EN1 Strength was assigned to the Diesel Shop at NNSY. This transition allowed her to leverage her mechanical talents and further expand her qualifications in engine operations and maintenance. Since arriving at NNSY she has earned three NAMTS NEC's and won Junior Sailor of the Year for NNSY in 2024. With all her accomplishments she was recently meritoriously advanced to Engineman First Class Petty Officer.

EN1 (SW/AW) Courtney Strength.

In addition to her military career, EN1 Strength is pursuing an associate's degree in mechanical engineering. After graduation, she is planning to further her education and would like to earn her master's degree in mechanical engineering. EN1 Strength has continuously demonstrated dedication to her craft, leadership, and technical expertise. Her ability to adapt, grow, and mentor others reflects the core values of the U.S. Navy and the NAMTS program and is poised to make a lasting impact on all with whom she works.

Since checking in to NNSY, EN1 (SW/AW) Courtney C. Strength has:

- Refurbished 128 fuel injectors, 32 governors and 28 P-100 pumps
- Replaced 64 inspection cover gaskets, conducting 12 web deflections and adjusted valve clearances on #3 and #4 EDG aboard USS Dwight D. Eisenhower (CVN 69)
- Contributed aboard USS San Antonio (LPD 17) setting valve clearances on 1A Main Propulsion Diesel Engine, cleared 8 major departure from specifications, installed and torqued rocker arm assemblies on 8 cylinders
- Removed and replaced 16 faulty jacket water plates, valve clearances for 5 cylinders, air box components, cylinder heads, jacket water cooler, exhaust bellows, cooling tubes and turbo aboard USS Gerald R. Ford (CVN 78)

NAMTS Afloat Training Activities (NATA)

Over twenty-five 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 and improve fleet strike force organic maintenance capability, material self-sufficiency, and enhance operational readiness. In 2015, 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 50 NATAs in the fleet, on CVN/LHD/LHA/LPD/LSD/AS/DDG/CG 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 managed by a senior enlisted member or junior officer designated by the Commanding Officer as the Command NAMTS Coordinator. Additionally, CNRMC NAMTS contractors (Afloat NAMTS Coordinators (ANC)) 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 NATAs are able to partner with Regional Maintenance Centers (RMC), Naval Shipyards (NSY) and Intermediate Maintenance Facilities (IMF) to accomplish more hands-on learning tasks/competencies 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 ship scheduling, emergent work, manning shortfalls, and operational requirements. Overcoming these 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 are included in the following pages.

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 Assault 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)

Destroyers
- USS Stethem (DDG 63)
- USS Carney (DDG 64)
- USS Cole (DDG 67)
- USS Jason Dunham (DDG 109)
- USS Thomas Hudner (DDG 116)

Amphibious Transport Docks
- USS San Antonio (LPD 17)
- USS Mesa Verde (LPD 19)
- USS San Diego (LPD 22)
- USS Anchorage (LPD 23)
- USS Arlington (LPD 24)
- USS Somerset (LPD 25)
- USS John P. Murtha (LPD 26)
- USS Portland (LPD 27)
- USS Fort Lauderdale (LPD 28)

Dock Landing Ships
- USS Germantown (LSD 42)
- USS Comstock (LSD 45)
- USS Tortuga (LSD 46)
- USS Rushmore (LSD 47)
- USS Ashland (LSD 48)
- USS Harpers Ferry (LSD 49)
- USS Carter Hall (LSD 50)
- USS Oak Hill (LSD 51)
- 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)

Other Commands
- Naval Submarine Support Facility (NSSF) New London, CT

CVN Highlights

USS Dwight D. Eisenhower (CVN 69)

Onboard USS Dwight D. Eisenhower (CVN 69), the foundation of mission success lies in teamwork. Under the leadership of MM1(SW) Sean Arp, Command NAMTS JQR Coordinator, and MM1(SW) Robert Cary, Assistant Coordinator, the ship has placed a strong emphasis on developing maintenance capabilities and fostering self-sustainment among the crew.

With 19 Sailors currently enrolled in the NAMTS program, including Core Fundamentals and Valve Repair Technician, the crew is gaining hands-on training that ensures the ship remains operationally ready. Arp and Cary's leadership is not just about completing tasks but about building a resilient team that can tackle any challenge that arises, strengthening the future of Ike and the Navy as a whole.

USS Theodore Roosevelt (CVN 71)

USS Theodore Roosevelt (CVN 71) currently has 17 Sailors enrolled in nine different skill areas. Its NAMTS program is lead by Command NAMTS JQR Coordinator, MMC (SW) Michael Goodwin. One notable Sailor aboard Theordore Roosevelt is EM2 (SW) Zachary Keyes, who recently earned his NAMTS Outside Electrical Repair Technician NEC after completing his oral board.

"NAMTS is an asset in enriching our Sailor's knowledge about their rates. A very useful program that each Sailor and command should take advantage of. With their knowledgeable SME's, our Sailors receive quality training and mentorship. I am glad that this assistance is readily available to the fleet," shared EMCS Celia Leung, who sat on Keyes' NAMTS oral board.

(L-R) EM2(SW) Zachary Keyes; Afloat NAMTS Coordinator, Victor Elias; EMCS (SW) Celia Leung; MMCS (SW) Michael Goodwin during Keyes' NAMTS Outside Machinist oral board. (Photo by Carla Jordan.)

USS John C. Stennis (CVN 74)

Currently undergoing its mid-life availability at Newport News Shipbuilding, USS John C. Stennis (CVN 74) is revitalizing its NAMTS program under the leadership of EN1(SW) Dustin Collins. With 26 Sailors enrolled in seven NAMTS JQR skill areas including Core Fundamentals, NAMTS Valve Repair Technician, and NAMTS Welder/Brazer, Petty Officer Collins is actively promoting the program and ensuring that Sailors are gaining critical, hands-on experience.

The ship's integration of NAMTS during its overhaul is helping the crew enhance their technical proficiency while reducing reliance on external repair resources. Collins' efforts are integral in preparing the crew for future operational success, supporting both Sailor development and fleet readiness.

USS George H.W. Bush (CVN 77)

USS George H.W. Bush (CVN 77) has been making impressive strides in its NAMTS program with 30 Sailors enrolled in various specialized fields, including NAMTS Diesel Engine Governor and Injector Repair Technician, NAMTS Valve Repair Technician, and NAMTS Inside Machinist. By blending rigorous on-the-job training (OJT) with classroom instruction, the program helps Sailors develop the technical skills necessary to perform essential preventive maintenance and repairs on complex systems aboard the aircraft carrier.

This focus on maintenance excellence is reducing the ship's reliance on external resources while ensuring the carrier remains mission-ready.

LHA / LHD Highlights

USS Tripoli (LHA 7)

USS Tripoli (LHA 7) celebrated one of her Sailor's achievements with a NAMTS ceremony on October 23, when Chief Engineer CDR Kevin Bacon and Command NAMTS JQR Coordinator MMC (SW/EXW) David Thomas presented ABHC (AW/SW/IW) Zachariah Gamble with his NAMTS Corrosion Control Program Technician Certificate of Completion. "The skills I've gained from this experience will not only help keep Tripoli in top condition, but also contribute to the Navy's overall mission of maintaining a powerful and ready fleet," said Chief Gamble. His dedication in mastering the skills needed to combat corrosion in our fleet is a testament to his professionalism and commitment to the Navy's mission. Corrosion control is vital to the longevity and readiness of our ships, and Chief Gamble has demonstrated exceptional technical expertise.

(L-R): CDR Kevin Bacon, ABHC(AW/SW/IW) Zachariah Gamble, and MMC (SW/EXW) David Thomas pose for a photo following the awards presentation. (Photo by MC2(SW) Austyn Riley.)

USS Bataan (LHD 5)

USS Bataan (LHD 5) is currently undergoing maintenance at General Dynamics-NASSCO in Norfolk, VA, and is making the most of its time in the shipyard by prioritizing the NAMTS program. Under the leadership of MM1(SW) Jose Martinez, the ship's new Command NAMTS JQR Coordinator, the program has grown to include 20 Sailors enrolled in six specialized skill areas, including Core Fundamentals, Pump Repair Technician, and Watertight Closure Maintenance Technician.

Martinez is actively recruiting new participants, creating mentorship opportunities, and ensuring that Bataan's Sailors develop the skills necessary to maintain operational readiness. His efforts will prepare the crew for future success as the ship moves toward its next operational phase.

DDG Highlights

USS Carney (DDG 64)

USS Carney (DDG 64) is making significant strides during its Selected Restricted Availability (SRA) overhaul, fully integrating the Navy Afloat Maintenance Training Strategy (NAMTS) program to enhance Sailor skill development. With a focus on qualifications like NAMTS General Shipboard Welder/Brazer, NAMTS Watertight Closure Maintenance Technician, NAMTS Rigger/Weight Tester, and the NAMTS Inside Machinist JQRs, the crew is gaining specialized skills critical to the ship's operational readiness now and in the future.

Collaboration with the Southeast Regional Maintenance Center (SERMC) Maintenance Assist Teams (MAT) is playing a key role in providing hands-on mentorship, particularly in Watertight Door maintenance and repair. This partnership is also fostering valuable rigging operations training, with the Port Engineer offering real-time guidance, ensuring Sailors are prepared for real-world challenges.

By blending structured training with practical experience, USS Carney is setting a high bar for NAMTS implementation. The ship's leadership is fostering an environment of continuous learning, ensuring the crew develops the technical proficiency needed to maintain peak operational readiness for both current and future missions.

USS Cole (DDG 67)

During its recent deployment, USS Cole (DDG 67) demonstrated exceptional operational readiness and resilience. The ship's crew utilized advanced technology and rigorous training to ensure that they could operate effectively in various combat scenarios. A significant aspect of USS Cole's deployment was the implementation of the Navy Afloat Maintenance Training Strategy (NAMTS).

The success of these initiatives is largely attributed to the proactive engagement of the ship's Chain of Command, particularly the efforts of GSMCS Richard Holsapple, the ship's Command NAMTS JQR Coordinator. Holsapple has been instrumental in fostering an environment of initiative and engagement among the crew. His leadership has ensured that Sailors are not only trained to meet the demands of their roles but are also encouraged to take ownership of their professional development. "NAMTS is a great program that provides a great opportunity to Sailors to better themselves while also bettering our fighting force," shared Holsapple.

USS Thomas Hudner (DDG 116)

USS Thomas Hudner (DDG 116) is relatively new to the NAMTS program, but they are already making good headway as they have a dozen Sailors enrolled in six NAMTS skill areas. The ship's leadership is using hands-on repairs and mentorship to elevate the crew's skillsets, ensuring they are prepared for any challenges that arise. This sort of proactive and comprehensive training is a great example of how military vessels are evolving to meet modern operational needs.

LPD/LSD Highlights

USS Anchorage (LPD 23)

USS Anchorage (LPD 23) currently has five Sailors enrolled in four skill areas. Command NAMTS JQR Coordinator ENC Glen Cutshaw recently praised EM2 Daniel Cerrato for his recent earning of the NAMTS Outside Electrical Repair Technician NEC. "NAMTS is a program which provides Sailors opportunities to enhance their technical expertise. EM2 Cerrato completed the JQR, exam, and an oral board to earn an NEC. The NEC will set EM2 Cerrato apart, as a sound electrician in the Navy. This qualification will follow EM2 throughout his Navy career and his later civilian career. As a hiring manager for NAVFAC SE, I understand what NECs provide to better the command. Looking at resumes and understanding what it takes to earn these NECs from NAMTS gives a prospective employee a greater chance for hire. The initiative and drive it takes to complete NAMTS requirements, as well as maintaining the demanding requirements onboard ship, demonstrates the hard work and dedication a Sailor brings to the table. EM2 is a leader amongst his peers and delivers quality results for USS Anchorage," shared Cutshaw.

EM2 Daniel Cerrato conducting a solenoid repair on a vent dampener in the rewind shop aboard USS Anchorage (LPD 23). (Photo by Rizalito Antonio.)

USS Arlington (LPD 24)

USS Arlington (LPD 24), an amphibious transport dock, recently completed a significant move from the NASSCO Shipyard to Norfolk Naval Base. Throughout this period, the ship has not slowed down its participation in NAMTS. As Arlington moves through this transition, its commitment to NAMTS that the ship's crew remains mission-ready and able to perform their duties with high technical proficiency. By combining training with ongoing structural improvements, the ship is preparing for future operations with a highly skilled and well-prepared crew, reinforcing the Navy's larger goal of enhancing fleet-wide maintenance capabilities and self-sufficiency. Through the strategic integration of NAMTS, USS Arlington remains ready to support critical amphibious missions, now and in the future.

USS Tortuga (LSD 46)

USS Tortuga (LSG 46) has 21 Sailors enrolled in four skill areas. Through its participation in the NAMTS program, USS Tortuga is not only strengthening its technical capabilities but also reinforcing its status as a vital asset for future amphibious operations. The skills being developed today will enhance the ship's ability to perform complex maintenance tasks independently and efficiently, ensuring that it remains a highly capable force within the Navy's amphibious assault fleet.

USS Carter Hall (LSD 50)

USS Carter Hall's (LSD 50) participation in the NAMTS program has been marked by notable success, with Sailors enrolling in areas such as NAMTS Core Fundamentals, NAMTS Watertight Closure Maintenance Technician, NAMTS Valve Repair Technician, NAMTS Rigger/Weight Tester, and NAMTS Inside Machinist, to name a few. This broad array of specialized training ensures that Carter Hall's crew has the expertise needed to maintain the ship's systems and equipment, ensuring its long-term readiness and mission capability. Additionally, the ship's leadership is actively promoting the program, fostering a culture of continuous learning and improvement that enhances both individual skill sets and overall unit readiness.

Other NATAs:

Assault Craft Unit Four (ACU 4)

Assault Craft Unit Four (ACU 4), a specialized amphibious warfare unit, is significantly boosting its mission readiness through the Navy Afloat Maintenance Training Strategy (NAMTS) program. With 13 Sailors currently enrolled in specialized training across six NAMTS JQR skill areas including Core Fundamentals, Welder/Brazer, Inside Machinist, Shipfitter, and Corrosion Control Program Technician. ACU 4 is enhancing both the technical expertise of its crew and the operational effectiveness of its assets.

The integration of NAMTS into daily operations has led to improved maintenance efficiency, reduced downtime, and greater self-sufficiency for ACU 4. By continually developing the skills of its Sailors, ACU 4 remains at the forefront of naval amphibious warfare.

Auxiliary Floating Dry Dock (AFDL 6)

MMC (SW) Axel continues to excel in his dual role as both the NAMTS JQR Coordinator and Chief Engineer at the drydock. Balancing these responsibilities takes exceptional skill and dedication, and Axel's ability to manage both the technical aspects of the drydock's operations and uphold high standards in the NAMTS program has made him an invaluable asset to the Dynamic and the overall NAMTS initiative.

Under Axel's leadership, Dynamic has seen remarkable growth, with 19 Sailors actively enrolled in specialized training areas such as Core Fundamentals, Rigger Weight Tester, and Valve Repair Technician mentorship. Axel ensures that Sailors receive not only the technical knowledge needed to enhance their skills but also hands-on experience that prepares them for real-world challenges. His mentorship and guidance play a crucial role in developing the next generation of Sailors, reinforcing the Navy's commitment to maintaining fleet readiness.

Southeast Regional Maintenance Center (SERMC)

NEC - U40A NAMTS INSIDE ELECTRICAL REPAIR TECHNICIAN

EM2 Adrian Abarca
EM3 Caitlyn Alexis Cook
EM2 Noah Wayne Glenn
EM2 Jordan Blake Heathcoat
EM2 (SW) Caleb Gabriel King
EM2 (SW) John Paul Lisac
EM1 (SW) Abdelrahman Magdy Mahboub
EM2 (SW) Stefon Jovanta Mccray
EM1 (AW) Ashley Sharay Minnieweather
EM2 (SW/AW) Joshua Wyatt Shellhouse
EM2 (AW) Isziah Dean Sloan
EMC (SW) Xoua Vang

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN

DC3 Richard Arias Jr
BM2 Ayele Pascal Belizaire
DC2 (SW/AW) Ravion Allen Bruce
DCC (SW) Frederick B Cannion II
DC2 Kouassi Nguettia Date
DC1 (SW) Stephanie Lynne Garrison
DC2 Alexander Hernandez
DC2 Krista Leigh Kozesky
BM1 (SW) Brathan Edward Lee
DC2 (SW/AW) Bruno Daniel Linares
DC3 (AW) Janjanlouie Leones Ocampo
GMC (SW) Nicholas Raymond Perkins
DC3 Hailey Nicole Peterman
HT1 (SW) Albert Montemayor Pitiquen
DC2 (SW) Daniel Ray Raddant
DC2 (SW) Juan Carlos Sanchez
DC2 John Walter Sims
BM2 (SW) Brice William Smith
DC3 (SW) Isaac W Stevens
EM2 (SW/AW) Kevin Alexande Vicentesolis

NEC - U18A NAMTS HEAT EXCHANGER REPAIR TECHNICIAN

GSM1 (SW) Benjamin Clyde Armstrong
GSM1 (SW/AW) Brianna Faye Barnett
GSM2 Joshua Chapman Bell
DC2 (SW) Carlasha Jene Burse
EN2 Thomas Patrick Carroll
MM3 Danielle Velmechia Carter
MM1 (SW) Jose Alberto Colon
GSM1 (SW) Vanessa Leigh Corona
GSMC (SW) Melissa Marie Covington
GSM3 Davion Kamai Daye
GSM2 Terrence Ronald Dillon
GSM1 (SW) Jeremy Daniel Hammock
EN1 (SW) Brett Allen Likes
EN1 (SW/AW) Justin Tyler Merrill
GSM2 (SW/AW) Christopher Ted Nelson Jr
GSM3 Daeshaw Ali Ramos
GSM1 (SW) Ramona Ross
EN1 (SW) Joshua Michael Savage
GSM1 (SW) Saxon Quinn Setzer
GSM2 (SW) Philip J Struble
MM1 (SW) Antonio Jamal Whitsett
GSM2 Ohaji Williams
GSM3 Elijah Spencer Wright
MMN2 (SW/SS) Shawn Lee Zabukovec

NEC - U26A NAMTS DIESEL ENGINE, GOVERNOR AND INJECTOR REPAIR TECHNICIAN

EN1 (SW/AW) Lamarquin Djuan Armstrong
EN2 Nicholas Alexan Brittingham
ENC (SW) Jeremy Michael Coronado
ENC (SW) Joshua Andrew Eberhardt
EN1 (SW) Brittney Angel Shields
EN1 (SW) Joseph William Turner
EN2 Leonardo Venturacastro
EN2 Changqing Wang

NEC - U34A NAMTS OUTSIDE MACHINIST

MM2 Tanner Jacob Bakker
GSM2 (SW) Shawn Michael Hourican
GSM2 (SW) Jordan Wayne Stlaurent
MM1 (SW) Joshua Amilcar Tuggle

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN

FC2 Jerod Angguiyao Basacoy
GSM1 (SW) Zachary Taylor Battreall
GM2 (SW) Sean Edward Beegle
MM2 (SW) Steven James Boggess
EN2 (AW) Sequoia Booze
MM2 (SW) Abdiel Andres Castrosolano
DC1 (SW) William Robert Dow
BM2 (SW) Daniel Alessandro Garcia
FC2 Alexiram Arroyo Gonzalez
DC2 (SW) Magaly Hernandez
MM2 (SW) Bryce Ahmad Hudgins
EM2 Timothy Matthew Katzenberger
GM2 Vivian Faye Maclearn
BM2 (SW/AW) Natalia Maldonado
GSM3 Darel M Mcgee
EM2 Joshua Adam Mendicino
GM2 Aidan Jeffrey Moulton
MM3 Danae Breanna Watson

NEC - U17A NAMTS AIR CONDITIONING AND REFRIGERATION TECHNICIAN

MM2 Cyler Rene Bayardo
MM2 (SW) Joshua Thomas Reynolds

GRADUATES

December 2024-May 2025

NEC - V15C NAMTS PHALANX GUN AND AMMUNITION HANDLING SYSTEM (PGAHS) REPAIR TECHNICIAN

FCC (SW/AW) Shane Michael Burch
FC1 (SW) Darron Andrew Perry
FC2 (SW) Jose Antonio Pitts Jr
FC2 (SW) Geovani Ivan Sapien

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN

EM2 (SW) Zachary Samuel Chamizo

NEC - 736B NAMTS PUMP REPAIR TECHNICIAN

MM2 (SW) Jiovany Cintronrivera
MM2 (SW/AW/EXW) Kierra Sharday Harris
DC1 (SW/AW) Charles Dewayne Register

NEC - U52A NAMTS PIPEFITTER

HT2 Taku Ken Donnelly

NEC - 797A NAMTS RIGGER/WEIGHT TESTER

BM3 Dayana Verenise Gomez

NEC - U54A NAMTS WELDER/BRAZER

HT3 Jimmy Madrid
HT2 (SW) Franklin Cole Thurmond
HT2 (SW) Kyshawn F Williams
HT2 Dale Edward Zdunski

NEC - U11A NAMTS GAS TURBINE ELEC REPAIR TECHNICIAN

GSE1 (SW) Renee Rira Wise

Southwest Regional Maintenance Center (SWRMC)

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN

EN1 (SW) Eric Charles Abbott
ENFR Eric Adjei
BM3 Derick Bantilan Alvarez
ENFN Etienne Banse
ENFR Jonathan Thomas Scott Barnett
EN3 Jesus Enrique Barrera
GSM2 (SW) Jacob Anthony Butler
MM1 (SW/AW) Marc Reginald Dechaine
EN1 (SW/AW) Edmar Del Delapena
MMNC (SW/AW) Kayla Ford
EN1 Nayeli Yazmin Gaceta
EN2 (SW) Chance Logan Hall
EM2 (SW) Antonio Lamar Henry Jr
EN2 (SW) Kether M Jeangilles
MM2 (SW) Jason Khamthan Kongdarasone
DC2 (SW/AW) Pierre Narshley Lapierre
ET1 (SW) James LE
PS2 (AW/SW) Jackson David Lester
GSM1 (SW) Benjamin Robert Mccarty
BM3 (SW/AW) Joshua Melvin Murphy
EN2 Drew Thomas Musselman
EN3 (SW) Kimberly Breann Oneal
EN2 (SW) Jacob Allen Phillips
MM2 (SW) Frankreed Bautista Quiamjot
EN3 Lane Mccall Raske
FN Keily Paola Reyes
EN1 (SW) Marcus Julio Salazar
MM2 (SW) Brandon Sanchez
DC2 (SW/AW) Alexander Luis Sarabia
BM2 (SW/AW) Desmond Khalil Shanklin
MM2 (SW) Keri Ann Smith
ENFA Camden Thomas Suggs
EN2 (SW/AW) Andrew David Timura
ENC (SW/EXW) Christopher Rufi Valdovinos
DC3 Brenan Lamar Vonmock
EN1 (SW/IW) Christopher Ruben Walker
EM3 (SW) Xzaviar Rourke Zermeno

GRADUATES

December 2024-May 2025

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN

EM2 (SW/AW) Jeffrey Phil Alexander
EM3 (SW) Michaelchristian T Arzola
EN3 Ebonie Dorrina Jones
EM2 (SW) Brent Tamiwo Naito
EMC (SW/AW) Shadrach Oritsejolomis Okoh
EM1 (SW) Marvin Balanon Tan Jr
EM2 (SW/AW) Joseph Edward Torres
EM3 (SW) Bridget Zay Valenciabenitez
EMFN (SW) Esteban Alberto Vaugh
EM3 Clarissa Lynn Williams

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN

BM3 (SW) Derick Bantilan Alvarez
GMSR Mitchell Dean Antoline
DC2 (SW) Armando James Aranda
EN1 (SW) Samuel Shola Babalola
ENFR Daniel Uriel Barron
EN3 Khalil Marqual Tisean Baskerville
DC2 (SW) Logan Jesus Bernal
DC2 (SW) Christopher Joseph Bilbo Jr
DCFN John Badger Boraski
IC2 (SW/AW) Sydney Alanna Bullock
EN1 (SW) Michael Angelo Carantes
ENFA Najaah Ameera Louise Cooper
ENFR Elijah Correll
DCFN John I Davis
DC3 Astride Duplessy
ENFA Anthony Angel Duran
FCSA Jason Alexander Escobarruiz
GSM3 (SW) Erik Esquivel
EN2 Jaydhel Sinai Fair
CTT2 Cody Alexander Flack
DC2 (SW/AW) Timothy Michael Gallegos
DC2 (SW) Armando Garcia
ET3 Donovan Max Garcia
EN3 Andrew Ray Garrison
MM1 (SW) Ryan Scott Gross
EM3 Tucker David Hanan
FC3 David Allen Hayes
EN2 (SW) Dakota Lee Henke
DCFN Austin Reid Huffman
EM2 Jacob Alan Leiker
DC3 (SW) Edgar Lopez
BMSN (SW) Anthony James Malacane
DC1 (SW) Luis Alberto Maldonado
DCFA Nathan Michael Mantle
MM3 (SW) Cesar Jesus Martinez
ET3 Antonio Noah Matos
DCFN Cole Michael Mckinley
DC2 (SW) Ariel Menesesvargas
ENFN Christopher Mischa Miranda
GMSN Wyatt Scott Montez
DC3 (SW) Jesse James Murrell
EM1 (SW/AW) Gabriel James Obrien
EN2 (SW) Uche Isaac Okeibunor
FC3 Jonathan Michael Ortega
GMSR Joshua Pereyras
ENFR Stephen Nathaniel Pierre
ET3 Jeffrey Guy Preator
HT2 (SW/AW) Kaitlyn Claire Putney
DC2 (SW) Noah Benjamin Raia
DC2 (SW) Jose Antonio Ramirez
GMSR Andrew Adam Raven
ENFR Caleb Matthew Rumsley
DC1 (SW) Jeremy Kurtis Spears
DC3 Rebecca Sarai Taura
DCFR Korina Aundrea Trebizo
DC2 (SW/AW) Michael Imanol Urrutia
EM1 (SW) Jeanneth A Vela
EN3 Walid Jaafar Ventayen
GMSN Jordan Alexander Wagner
GSM2 (SW) Zachary John Wagner
EMFN Mengkai Wei
GM2 Kyria Monae Whitley
GSM2 (SW) Ernest Joseph Williams
EMFN (SW/AW) Tyshaun JE Wilson
DCFN Kara Danielle Young
FC3 Prince Mohammed Zaqat
GSM3 Krystine Zhang

NEC - V15C NAMTS PHALANX GUN AND AMMUNITION HANDLING SYSTEM (PGAHS) REPAIR TECHNICIAN

FC2 (SW/AW) Vincent Bonganciso Ares
FC2 (SW/AW) Armando Navarro
GM3 Eathan Paul Oyerbides
FC2 (SW) Wayne Leonard Roberts Jr
GM3 (SW) Devin Eugene Robertson
FC3 (SW) Hector Jesus Rosariomartinez

NEC - U33B NAMTS COMPUTER NUMERICAL CONTROL MACHINIST

MR2 (SW/AW) Aaronanthony Avila
MR1 (SW/AW) Frances Joy Pena

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN

CTT1 (SW/IW) Lisa Ann Ballard
DC2 (SW) Micco Alcaraz Sarmiento

GRADUATES

December 2024-May 2025

NAVSEA REGIONAL MAINTENANCE CENTER Southwest

NEC - U34A NAMTS OUTSIDE MACHINIST
- *MM2 (SW) Wyatt Allen Brooks*
- *MM2 (SW) Ross Kenneth Gustafson*
- *MM2 (SW) Jesse Christian Jimenez*
- *MM1 (SW) Richard Raymond Montgomery*
- *MM3 (SW) Eddie Buddah Namphong*
- *MM3 Oryan Alexander Sigala*

NEC - 797A NAMTS RIGGER/WEIGHT TESTER
- *BM2 (SW) Edgar Cardenas*
- *GM2 Sandra Hofmann*

NEC - U47A NAMTS SHIPFITTER
- *HT2 (SW/AW) Anthony Michael Castillo*
- *HT2 (SW) David Lee Mclaughlin*

NEC - 736B NAMTS PUMP REPAIR TECHNICIAN
- *MR3 (SW/AW) Jiayi Chen*
- *MM1 (SW) Kevin Hairston*
- *MM1 (SW/AW/EXW) Travis Wade Maness*
- *MM1 (SW) Javier Ely Rosarivera*
- *MM2 (SW) Alejandro Liam Rubio*
- *MM1 (SW) Raymond Leroy Smelley III*

NEC - U08A NAMTS GAS TURBINE REPAIR TECHNICIAN
- *GSM2 (SW/AW) Jess Contreras III*
- *GSM2 Jovenangelo Fulgen Escobido*
- *GSM3 (SW) Myles Shintaro Evins*
- *GSM2 (SW) Brandon Andrew Holguin*
- *GSM3 (SW) Dalton James Hornby*
- *GSM3 (SW) Shifu Hou*
- *GSM2 (SW) Daniel Rojas*
- *GSM3 (SW) Marvin Jovante Russworm*
- *GSM2 (SW) Nolan Jay Walker Jr*

NEC - U54A NAMTS WELDER/BRAZER
- *HT1 (SW/AW) Patrick Lamoyne Edmond*

NEC - U26A NAMTS DIESEL ENGINE, GOVERNOR AND INJECTOR REPAIR TECHNICIAN
- *EN2 (SW/AW/IW) Destiny Ellisa Coursey*
- *EN2 Jacob Matthew Dech*
- *EN2 (SW) Janeth Guada Delacruzgarcia*
- *EN1 (SW) Carljohn Mendoz Delossantos*
- *EN1 (SW) Dashawn Lee Eldridge*
- *EN2 (SW) Nehru Brandon Faalevao*
- *EN2 (EXW) Christine Grace Gancayco*
- *EN2 Brandon Michael Hartung*
- *EN2 Jacob Toddmichael Hogue*
- *EN2 (SW) Kether M Jeangilles*
- *EN2 John Carlos Jimenez*
- *ENFN (SCW) Nhat Dinh LE*
- *EN2 (SW) John M Mccaffrey III*
- *EN2 (SW) Kendric Fulton Oliver*
- *EN2 (SW) Chanan Franklyn Robinson*
- *EN2 (SW/AW) Alexandra Ruvalcaba*
- *EN2 (SW) Angel Eduardo Valenciano*
- *EN3 (SW/IW) Joszua Allen Wichelt*

NEC - U11A NAMTS GAS TURBINE ELECTRICAL REPAIR TECHNICIAN
- *GSE2 (SW) Bridget Nicole Davis*
- *GSE1 (SW) Kaige Glen Fitts*
- *GSEC (SW) Chelsea Grace Hansen*
- *GSE3 (SW) Andrew Lee Wilson*

NEC - U52A NAMTS PIPEFITTER
- *HT2 (SW) Tyler Allen Garding*
- *HT1 (SW) Kayla Marie Gutierrez*
- *HTC (SW) Isaac John Harris*

NEC - U17A NAMTS AIR CONDITIONING AND REFRIGERATION TECHNICIAN
- *MM2 (SW/AW/EXW/IW) Miguel Ramirez III*

NEC - U33A NAMTS INSIDE MACHINIST
- *MR2 (SW) Branden Alexander Stocks*

NEC - U40A NAMTS INSIDE ELECTRICAL REPAIRTECHNICIAN
- *EM2 Bryan Watson*

GRADUATES

December 2024-May 2025

Mid-Atlantic Regional Maintenance Center (MARMC)

NEC - U17A NAMTS AIR CONDITIONING AND REFRIGERATION TECHNICIAN

MM3 (SW) Charles C Akogu
MM2 (SW/AW) Kristina Malaika Dejesus
MM2 (SW) Devon AL Dendy
MM3 Mikell JA Norman
MM1 (SW) Suo Wang

NEC - U11A NAMTS GAS TURBINE ELECTRICAL REPAIR TECHNICIAN

GSE3 (SW) Ethan Judson Bain
GSE3 (SW) Hunter Levi Barnes
GSEFN (SW) David Charles Bathurst
GSE2 Joshua Bradley Mccord
GSE3 (SW) Reid Alan Patterson

NEC - U08A NAMTS GAS TURBINE REPAIR TECHNICIAN

GSM2 (SW) Preston Ford Bartell
GSM3 (SW) Antonio William Bond
GSM2 (SW) Michael Wayne Casey
GSM3 (SW) Alexander Hogan Davenport
GSM2 (SW) Kemar Rennell Huntington
GSM3 (SW) Anthony Michael Metzger
GSMFN (SW/AW) Luis Fernando Montesvazquez

NEC - U54A NAMTS WELDER/BRAZER

HT3 (SW) Blake Edward Blackman
HT1 (SW) Julie Brookscarranza
HTFN Anastasia Nicole Butcher
HT3 (SW) Tayler Denae Ingram
HTFN Matthew Steven Maurer
HT2 Sarah Jessica Mullis
HT2 (SW) Joshua Edward Nieset
HT2 (SW) Eric Jacob Nolle
HT3 (SW) Ryan Nicholas Perkins
HT3 (SW) David Matthew Schaatt
HT2 (SW) Brandon Cliff Shull

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN

DC3 (AW) Quincy Matthew Blake
DC3 (SW) Skyler Gage Blisset
MM2 (SW/AW) Gaerianne N Burrell
DC3 Anthony Michael Fabbo
DC2 (SW/AW) Isaiah John Hazelwood
DC3 (SW) Seandee Joey Heyde
EM3 (SS) Damian Mikel Hilpertshauser
DC3 Bryan Cedric Johnson II
EM3 (SW) Jamia Dominique Milam
HT2 (SW/AW) Deven Anthony Nettles
DC3 Jacob Cody Neufeldt
DC3 (SW) Angel Olea Jr
DC3 Lizbeth Ramoschavira
IC2 (SW) Lynzi Marie Ross
HT3 (SW) Benjamin Louis Seibert
DC3 (SW) Michael Todd Smith
FN (SW/AW) Diana Silk Taber
HT2 (SW) Joshua Allan Weber

NEC - U18A NAMTS HEAT EXCHANGER REPAIR TECHNICIAN

MM3 (SW/AW) Joshua Lane Bowman
GSM1 (SW) Don Adrian Fanfair
GSM1 (SW) Kevin Andreashenry Hartmann
MM3 (SW) Kymani Hermian Herelle
GSM2 (SW) Carlos Alfredo Lagunas
MM2 (SW) James Salvador Lokey
MM3 (SW) Clinton Nyambegera Omae
MM2 (SW/AW) Hector Jose Perauna
MM2 (SW) Austin Dee Randle
MM3 (SW) Zachary Michael Schultz
MM1 (SW/AW) Branden Lee Stitt
MM2 (SW) Calvinjay Manuel Vidad

NEC - U47A NAMTS SHIPFITTER

HT3 Joseph Alan Burl
HT2 Andrew William Christensen
HTC (SW) Christopher John Gault
HT2 (SW) Forrest Ray Moore
HT2 (SW) Nicolas Ionut Schacht
HT3 (SW) Blake Joseph Shermer

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN

GSM3 (SW) Ginnen Felda Cabasa
MM2 Shermia Ammiel Cambridge
MM2 (SW) Jacob Trey Carter
MM3 Antonio Debruce III
FN (SW/AW) James Cody Demos
EN3 (SW) Devon Andrepaul Diego
EM2 Frank Michael Escamilla
GMSA (SW/AW) Klaudia Cittl Gonzalezfrias
MM3 (AW) Kaydea Elizabeth Good
HT1 (SW) Austin Robert Griffiths
HT2 (SW) Jordan Zachary Kane
FA (SW) Blake Alexander Kochanski
DCFN (SW/AW) Antonio Lerma
MM3 (SW) Destiny Charlene Linen
GMSR (SW/AW) Joselyn Violeta Martinez
MM2 (SW/AW) Kristie Vania Mayers
MMFR Sean Leonard Mcginnis
FC1 (SW) Melissa Melendez
HT3 Ryan Scott Murphy
HT1 (SW/EXW) Andrew Thomaswayne Nichols
CSSA (SW) Josephmatthew Penalo Pascua
GSM1 (SW) Kristofeyson Pacific Regero
GSE2 (SW) Matthew Lawrence Root

GRADUATES

December 2024-May 2025

NEC - U33A NAMTS INSIDE MACHINIST
MR2 Colson Matthew Cadore
MR3 (SW/AW) Chrishon Leigh Townsend

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EM2 (SW) Adam John Cameron
EM2 (SW) Aldwinfrancis Rivera Castro
EM2 (SW) Danielle Marcelino Domingo
EM3 (SW) Jordan Deun Dudley
EM2 Citlaly Gomez
EM2 (SW) Phaylyn Jayde Griffith
EMFN (SW/AW) Ricardo Antonio Gutierrez
EM3 (SW) Taji Hamzah
EM3 (SW) Angelmayfe Demasana Javegalang
EM3 YI Quan Liang
EM2 (SW) Jaleel Jaime Rios
EM3 Joe Rolando Rubio III
EM3 (SW) Garrett M Seumalo
EMFN Anthony A Tomeskisudziarski
EM3 (SW) Damian Kaine Vasquez
EM1 (SW) Yolanda Trisha Walden

NEC - 797A NAMTS RIGGER/WEIGHT TESTER
BM1 (SW/AW) Ariele Latrelle Campbell
BM1 (SW) Aldane ST Dunn
BM2 (SW) Korene Elaine Erickson
BMSN (SW) Bryan Alexis Fernandez
BM2 (SW) King Jamel Gamene
BM3 Randy Scott Krok
BM1 (SW/EXW) Javen Alexander Mellington
BM3 (SW) Leonel Mojica
BM3 Howard Elijah Montgomery
BMC (SW/AW) Ryan Kent Perry
BM3 (SW/AW) Audranae Pheniquea Russell
BM3 Ricardo Malik Sidwell
BM1 (SW/AW) Deidra Nadine Thompson
BMSN (SW) Kirstyn Sno Wright

NEC - 736B NAMTS PUMP REPAIR TECHNICIAN
DC2 (SW) Reece Hunter Cavanaugh
MM2 (SW) Patrick Raymond Clement
MM3 (SW) Charley Dimas
MRC (SW/AW) Tyler Douglas Knopsnyder
MM2 (SW) Dustin Eric Landin
MM2 (SW/AW) Lele LU
MM2 (SW) Reymeko Kace Simmons
MM2 (SW/AW) Janorris Rashun Willis

NEC - V15C NAMTS PHALANX GUN AND AMMUNITION HANDLING SYSTEM (PGAHS) REPAIR TECHNICIAN
FC2 (SW) Gabriel Loy Chaudoin
FC1 (SW/AW) Collin Nicholas Mcpeak
FC2 Thomas Aaron Nudd
FC2 Eric David Rodrigues

NEC - U34A NAMTS OUTSIDE MACHINIST
MM2 Santana Joannadale Cheatham
MM3 (SW) Jacob Rodriguez

Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) Everett, WA

NEC - U18A NAMTS HEAT EXCHANGER REPAIR TECHNICIAN
MM2 (SW) Josephine Joanna Alvarez
MMFN Dakota Dean Boone
MM3 (SW/AW) Jorge Cordovacardenas
GSMC (SW) Francis H Dechico
MM2 (SW) Kitiara Amanda Hunt
MM1 (SW) Armando Rangel
MMFN (SW/AW) Keith David Stockton

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN
DC3 (SW) Kevin Andrew Brodersen
DC2 (SW) Durron Jay Fernandez
DC3 (SW) Bernard Wilbert Johnson III
MM1 (SW/AW) Matthew A Plunkett
DC3 (SW) Peyton Lee Rush
DC2 (SW) William Aron Walasek

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EMFN (SW) Tyler Nicholas Ferguson
EMC (SW) Ryan Casey Jenkins
EM2 (SW) Christopher Stephen Keller
EM3 (SW) Lewis Cleo Mayberry

NEC - 736B NAMTS PUMP REPAIR TECHNICIAN
MM2 (SW) Joel Garcia Jr
MM2 (SW) William Reid Sheild

GRADUATES

December 2024-May 2025

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN
GM1 (SW) John William Hodges
IC1 (SW/AW) Thomas Obrian Stephens
FC2 (SW) Benjamin Michael Wagner

NEC - U08A NAMTS GAS TURBINE REPAIR TECHNICIAN
GSMFN (SW) Shaian Hopper

NEC - U52A NAMTS PIPEFITTER
HT2 (SW) Kenneth Kurt Wood

NEC - U33A NAMTS INSIDE MACHINIST
MR2 (SW) Garry Zhang

Norfolk Naval Shipyard (NNSY)

NEC - U26A NAMTS DIESEL ENGINE, GOVERNOR AND INJECTOR REPAIR
EN1 (SW) Angelo Abastillas
EN1 (SW) Alejandra Baxter
EN2 Dakota Ryan Mann
MM3 (SW/AW) Courtney Cheyann Strength

NEC - U33A NAMTS INSIDE MACHINIST
MR2 (SW/AW) Karen Alana Bailey
MR2 (SW) Charles Daniel Harris
MR2 Dylan Carrier Ringer
MR2 (SW) James Connor Sabinske

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN
MR2 (SW) Taylor Nichelle Bowie
MR1 (SW/AW/IW) Raman Deep Singh
MR2 (SW/AW) Mayra Del Zepedaalvarez

NEC - U54A NAMTS WELDER/BRAZER
HT2 (SW) Laurin Lindon Bynoe
HT2 Isaac Donald Cannon
HT2 Stephanie Jensen
HT2 (EXW) Raechel Levon Matson
HT3 (SW) Elijah Isaac Pillmore
HT2 (SW) Colton Don Snellgrove

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN
MM3 (SW) Marcos Javier Espinoza
EN1 (SW/AW) Jermel Calvin Langley Jr
FC2 Stephanie Martinez
MM3 (SW/AW) Arilene Martinezsanchez
EN1 (SCW) Rafael Moramacedo
EN1 (SCW) Keifer Earnell Morgan
MR1 (SW/AW/IW) Raman Deep Singh

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EM2 (SW) Mark Allen Naue

NEC - U18A NAMTS HEAT EXCHANGER REPAIR TECHNICIAN
MM3 (SW) Whitney Rhondha Omal

NEC - U40A NAMTS INSIDE ELEC REPAIR TECHNICIAN
EM2 (SW) Daniel Suarezsolorio

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF) Pearl Harbor, HI (HRMC)

NEC - U18A NAMTS HEAT EXCHANGER REPAIR TECHNICIAN
MM3 (SW) Jenifer Lisett Balbucatigre
MM3 (SW) Dianna Delatorre
MM3 (SW) Mitchell Ryan Hagen
MMFN Khala Leair Harris
MM2 (SW) Precious Jasmine Lane
MM3 (SW/AW) Mariyah Ziaire Long
MM2 (SW) Derek Michael Martens
MM1 (SW/AW) Tewodros Mengesha
MMFN (SW) Shyriemae Dagdag Molina
MM2 (SW) Thomas Jairus Ocao
MM3 (SW/AW) Ryan Anthony Rodriguez
MM3 Conner Michael Sturch

GRADUATES

December 2024-May 2025

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN

GSE2 (SW) Aaron Iishar Bell
MR1 Zachary Steven Bunz
HT2 (SW) Alexandra Rose Kleist
MM1 (SW/AW) Tewodros Mengesha
GSE2 (SW) Matthew Nyle Monroe
MM1 (SW/EXW) Luke Benjamin Newton
MM1 (SW) Logan Breanne Platt
MM2 (SW/AW) Jacob Ryan Scott

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN

MM3 CY Ezra Borgesapao
GSM1 (SW) Jason Charles Kocher
IC3 (SW/AW) Samuel James Korves
MM1 (SW/AW) Thomas Gregory Neal II

NEC - 797A NAMTS RIGGER/WEIGHT TESTER

BM3 (SW) Henry Alvin Buchholz IV
SN (SW) Janzen V Hidalgo

NEC - U08A NAMTS GAS TURBINE REPAIR TECHNICIAN

GSM3 (SW) Noel Dayrit Dionicio
GSM2 (SW) Julius Nyerere Douse
GSM2 (SW) Tabora Simone Leach
GSM3 Jerome Hubert Michelson III
GSM2 (SW) Lucas Hoang Pham
GSM3 Normananthony Nacar Tabayag
GSM3 (SW) Sharlyn Yambogonzalez

NEC - U47A NAMTS SHIPFITTER

HT1 (SW) William Chester Jones

NEC - U17A NAMTS AIR CONDITIONING AND REFRIGERATION TECHNICIAN

MM2 (SW) Marcevens Mystal
MMFN (SW) Yamil Jaskille Velezvazquez

Trident Refit Facility (TRF) Bangor, WA (BANGOR)

NEC - U17A NAMTS AIR CONDITIONING AND REFRIGERATION TECHNICIAN

MM1 (SW/AW) Mario Dontrell Booth
MM1 (SW/AW) Michael Dean Chaupetta
MM2 (SW) Joseph Anthony Mele
MM1 (SW) Joseph Isaac Shelow

NEC - U40A NAMTS INSIDE ELECRICAL REPAIR TECHNICIAN

EM3 (SW/AW) Rayanah Michyell Brown
EM2 (SW) Tyler James Gibbs
EM2 (SW) Nicholas Hayes Goldstein
EM3 (SW) Steve Miranda
EM2 (SW) Jomar Gantala Tablada
EM2 (SW) Julius Fernandez Tollinchi
EM3 Brandon Villasenorcervantes

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN

MMC (SW/AW) Robert Emory Cardwell
MM1 (SW/AW) Peter William Stitzel
GSM3 (SW) Michael Charles Carter
MM2 (SW) Evan Thomas Ellis
MM3 (SW) Tyler Levi Woodrum
MM1 (SS) Justin Jay Reinhardt

NEC - 761A NAMTS HYDRAULICS REPAIR TECHNICIAN

MM2 (SW/AW) Tristen Lee Cleetonhurt
GSM2 (SW/AW) Coy Lee Collins
MM3 (SW/AW) Takenya Lashell Thomas
GSM2 (SW) Brandon Oliver Harris
MM2 (SW) Dakota Jon Overturf
GSM3 (SW) Rebecca Naomi Shafer
MM2 (SW) Caleb Austin Byrum

NEC - 736B NAMTS PUMP REPAIR TECHNICIAN

MM2 (SW/AW) Lucas Gerald Dustal
MM1 (SW/AW) David Allen Tokar
MM3 (SW) Bryan Florestellez
MM3 (SW) Laura Maria Granda
MM2 (SW) Thomas Anthony Pisoni

GRADUATES

December 2024-May 2025

NEC - U52A NAMTS PIPEFITTER
HT2 (SW) Rebekah Violet Garber

NEC - U47A NAMTS SHIPFITTER
HT1 (SW) Lance Primeaux
HT2 Amber Elizabeth Hyppolite

NEC - U34A NAMTS OUTSIDE MACHINIST
FN (SW) Charles David Willis
MM3 (SW) Christopher C Young Jr

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EM3 Johnny Alberto Rodriguez

Navy Reserve Surge Maintenance (SURGEMAIN)

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN
EM1 Jonathan Brian Hoeksema

NEC - U18A NAMTS HEAT EXCHANGER REPAIR TECHNICIAN
MMN2 William Joseph Miller III

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN
EN2 Fiacre Reille Mobakilalouo
MM2 Shylar Errol Meek
MM1 (SW) Christopher Stephen Petros
MM1 (SW) Wayne Earl Scott
MM1 (SW/EXW) Robert E Pin

NEC - U40A NAMTS INSIDE ELEC REPAIR TECHNICIAN
EM2 (SW) Thomas Alan Hermsdorfer

NEC - 736B NAMTS PUMP REPAIR TECHNICIAN
DC1 (SW) Gideon Matthias Jones
MM1 (SW/AW) Anna Marie Kappers

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EM2 (SW) Christian William Spencer

Assault Craft Unit 1 (ACU 1)

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN
EN3 Francis Osei Boahen

Assault Craft Unit 4 (ACU 4)

NEC - U47A NAMTS SHIPFITTER
HT2 (SW) Alex James Kunz
HTFA Aaron Bradley Walker

USS Nimitz (CVN 68)

NEC - 797A NAMTS RIGGER/WEIGHT TESTER
BM2 (SW/AW) Vanessa Calderon
BM3 (SW) Sharyan D Donald

GRADUATES

December 2024-May 2025

USS Theodore Roosevelt (CVN 71)

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EMFN (SW/AW) Zachary Vipon Keyes

USS John C. Stennis (CVN 74)

NEC - U54A NAMTS WELDER/BRAZER
HT3 (SW) Eric Dwayne Isbell

USS Anchorage (LPD 23)

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EM2 (SW) Daniel Humberto Cerrato
EM2 (SW) Hedrey Armando Diaz

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN
ABHAR Tyler Abel Perry

USS Somerset (LPD 25)

NEC - 834A NAMTS VALVE REPAIR TECHNICIAN
EN1 (SW) Chauncey M Ang
EN1 (SW) Robert Gregory Elam Jr
MM3 Johnathan Bushaun Meeks Jr

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN
BMSN Justin Sayquan Hanley
BM2 (SW) Lorenzo JJ Jordan II

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN
DC3 (SW) Jacob William Mills

USS John P. Murtha (LPD 26)

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN
EM3 Phillip Anthony Deeb
DC2 (SW) Anthony P Ferrara
FC3 Joseph James Maggiore
PSSN Ryan Merejo
HT1 (SW/AW) Adam Thomas Smrekar
SR Zachary Jencole Zamora

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN
BM3 Brittania Cathania Ferguson

USS Portland (LPD 27)

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN
BM2 Deion Michael Johnson

USS Ashland (LSD 48)

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EM2 (SW) Bianca Nayelly Carrizales
EM3 (SW) Allan Patrick Purificacion Rosario
EM2 (SW) QI Tian

NEC - 736B NAMTS PUMP REPAIR TECHNICIAN
MM2 (SW/AW) Rajah Menzell Farmerstutts

GRADUATES

December 2024-May 2025

USS Harpers Ferry (LSD 49)

NEC - U33A NAMTS INSIDE MACHINIST
MR2 Robert Christopher Figueroa

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN
DC1 (SW/IW) Joseph Peter Janelle
MR3 (SCW/IW) Keith Edwin Leighty
SN Tyler Sonesay Lovan

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN
BMSN Abdulmajid Abdullah Sal Kadoh
SR Kaiya Elaine Ramirez

USS Carter Hall (LSD 50)

NEC - 797A NAMTS RIGGER/WEIGHT TESTER
BM2 (SW) Rodolfo Beristain
BM2 (SW) Nelson Emmanuel Smith

USS Tripoli (LHA 7)

NEC - 835A NAMTS WATERTIGHT CLOSURE MAINTENANCE TECHNICIAN
ABHAN (SW/AW) Bevon Keefe Bishop

NEC - 860A NAMTS CORROSION CONTROL PROGRAM TECHNICIAN
ABHAN (SW/AW) Bevon Keefe Bishop
BMSR Dylan Michael Matylewicz
BMSR Tiara Alexis Owens

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EM3 (SW/AW) Justin Diniro

USS Essex (LHD 2)

NEC - U39A NAMTS OUTSIDE ELECTRICAL REPAIR TECHNICIAN
EMFN (SW) Wei Ling QI

USS Boxer (LHD 4)

NEC - 797A NAMTS RIGGER/WEIGHT TESTER
BMSN Ronald Boakye
BM3 Eric Leon Shawndrell Malloy Jr

NEC - 860A NAMTS CCPT
BM2 (SW) Brillet Sernadelgado

USS Stethem (DDG 63)

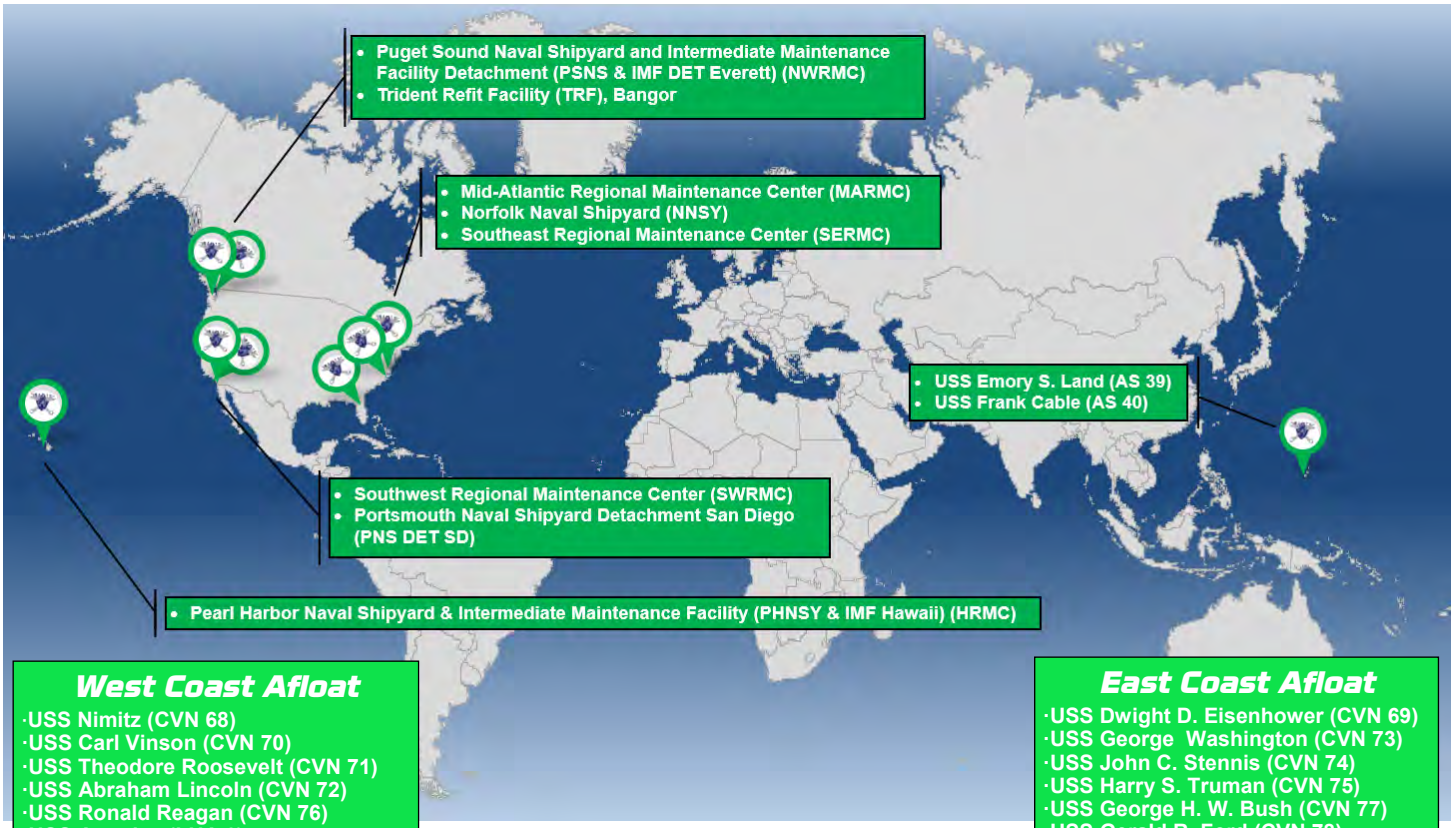
NEC - U18A NAMTS HEAT EXCHANGER REPAIR TECHNICIAN
GSM2 Alexis Villarreal

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	X
V15C	Close in Weapons System (CIWS)	FC, GM	X		X	X			X	
U33B	Computer Numerical Control	MR						X		
860A	Corrosion Control Program Technician	All Ratings				X				
U26A	Diesel Engine Repair Governor & Injector Repair Technician	EN	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
U54A	General Shipboard Welder/Brazer	HT	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	
V15C	Phalanx Gun and Ammunition Handling System (PGAHS) Repair Technician	FC, GM	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

* Submarine Auxiliary Repair Technician also available

NAMTS Training is Available at these Facilities



West Coast Afloat

·USS Nimitz (CVN 68)
·USS Carl Vinson (CVN 70)
·USS Theodore Roosevelt (CVN 71)
·USS 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 San Diego (LPD 22)
·USS Anchorage (LPD 23)
·USS Somerset (LPD 25)
·USS John P. Murtha (LPD 26)
·USS Portland (LPD 27)
·USS Germantown (LSD 42)
·USS Comstock (LSD 45)
·USS Rushmore (LSD 47)
·USS Ashland (LSD 48)
·USS Harpers Ferry (LSD 49)
·USS Pearl Harbor (LSD 52)
·USS Stethem (DDG 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 Oak Hill (LSD 51)
·USS Carney (DDG 64)
·USS Cole (DDG 67)
·USS Jason Dunham (DDG 109)
·USS Thomas Hudner (DDG 116)
·Assault Craft Unit Two (ACU 2)
·Assault Craft Unit Four (ACU 4)
·Auxiliary Floating Dry Dock Dynamic (AFDL 6)
·Naval Submarine Support Facility (NSSF) New London, CT

NAMTS Points of Contact

CNRMC-Code 910, I-Level Production Manager	(757) 400-2127
CNRMC - Code 800 Expeditionary Maintenance	(757) 400-0060
CNRMC - Code 920 I-Level Programs/Knowledge Mgt. & CNRMC - Code 930 NAMTS Program Manager	(757) 400-2486
CNRMC - Code 931 NAMTS Assistant Program Manager	(757) 400-2467
NAMTS Project Manager	(757) 226-8860
NAMTS Asst. Project Manager	(757) 578-5341
NAMTS Ashore Lead	(757) 578-5179
NAMTS Afloat Lead	(757) 578-5139
ANC Team Lead East	(757) 500-4829
ANC Team Lead West	(619) 292-2298 x 6062
ANC - East Coast	(757) 227-4481
ANC - West Coast	(619) 259-2278
RNC -Trident Refit Facility, Bangor	(360) 315-1800
RNC - Mid-Atlantic Regional Maintenance Center (MARMC)	(757) 400-0211
RNC - Norfolk Naval Shipyard	(757) 396-7771
RNC - Southeast Regional Maintenance Center (SERMC)	(904) 270-5126 ext.5464
RNC - Puget Sound Naval Shipyard & Intermediate Maintenance Facility (Everett)	(425) 304-5507
RNC - Southwest Regional Maintenance Center (SWRMC)	(619) 571-8109
ARNC- Southwest Regional Maintenance Center (SWRMC)	(619) 571-8109
RNC - Hawaii Regional Maintenance Center (HRMC)	(808) 473-8000 x6356
Afloat NAMTS Coordinator (Guam)	Remote support by ANC East or West
Watertight Closure / CSMP / 3M / Core (East)	(757) 735-1398
Inside Machinist SME (East)	(904) 339-1712
Outside Machinery SME (East)	(757) 351-3111
Electrical SME (East)	(757) 578-5139
Weight Handling / Rigger (East)	(757) 402-3952
Inside Machinist SME (West)	(619) 259-2240
Watertight Closure / CSMP / 3M / Core (West)	(619) 259-2014
Outside Machinist SME (West)	(619) 259-2528
Outside Machinist SME (West) & Team Lead	(619) 292-2298
Weight Handling / Rigger (West)	(619) 259-2015
Electrical SME (West)	(619) 259-2790
Instructional Systems Designer	(757) 470-5934
NAMTS Public Affairs	(757) 500-4713

NAVY AFLOAT MAINTENANCE TRAINING STRATEGY

NAMTS

U.S. NAVY

APPRENTICE

JOURNEYMAN

MASTER

COMMANDER

EX PARATIONE TRIDENS

NAVY REGIONAL MAINTENANCE CENTER