NAVY AFLOAT MAINTENANCE TRAINING STRATEGY

NAMTS NEWS

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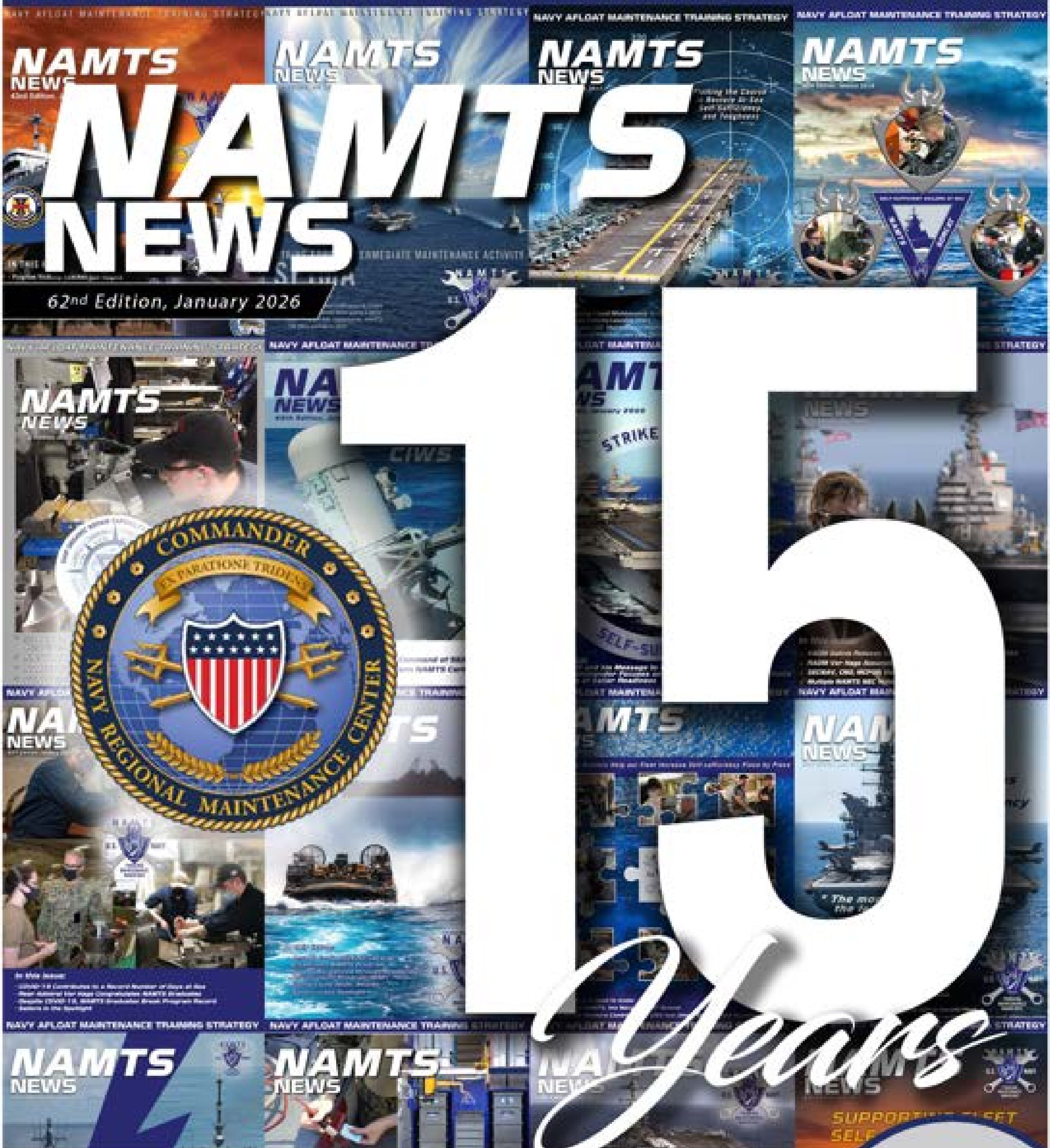

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Welcome to the 62nd Edition of *NAMTS News*

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 more than 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 receive NAMTS Navy Enlisted Classification (NEC) codes, enabling them to be assigned to billets requiring these NEC codes.

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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

View from the Bridge

Fellow Sailors and partners in the naval maintenance community,

I'm honored to celebrate fifteen years of CNRMC leadership of the Navy Afloat Maintenance Training Strategy program. What began in 1996 with a clear mission: to forge maintenance warriors who are competent and confident in their ability to own, maintain and operate shipboard equipment, has evolved into the Navy's largest "SEA" school and a cornerstone of our maintenance strategy.

The numbers tell a compelling story. Since fiscal year 2010, when CNRMC took over the program, we have graduated more than 11,800 Sailors through NAMTS. But these graduates represent far more than statistics; they embody our Navy's commitment to excellence and our investment in the most decisive warfighting advantage we possess: our people.

As our Chief of Naval Operations emphasized in NAVADMIN 203/25, "our Total Force, comprised of Sailors, civilians and the industrial workforce, is our most decisive warfighting advantage." This truth drives everything we do in NAMTS, where collaboration between Regional Maintenance Centers, Naval Shipyards, Intermediate Maintenance Facilities, Trident Refit Facility Bangor and designated afloat activities has created an unparalleled training ecosystem.

Our expansion into afloat training has been transformative. What started as a pilot program aboard USS Nimitz (CVN 68) in 2015 with just 14 Sailors has grown into a network of 52 Naval Afloat Training Activities across the fleet. Today, more than 1,300 Sailors are enrolled in 26 select NAMTS Job Qualification Requirement skill areas at our shore commands and aboard CVN, LHD, LHA, LPD, LSD, AS, and DDG ship classes. These floating activities provide rating-specific, hands-on experience that develops well-rounded Sailors while improving fleet organic maintenance capabilities.

CNO's vision of the Foundry, the engine that drives our warfighting advantage, aligns perfectly with NAMTS objectives. Through our three critical components of people, infrastructure and materiel, we are transforming raw inputs into lethal outputs: ready warfighters, platforms and sustained readiness at the speed and scale necessary to win.

NAMTS embodies CNO's principle that "investing in our people's development and well-being is not separate from combat power, it is the very foundation of our Warrior Ethos." Our Sailors earn specialized Navy Enlisted Classification Codes (NEC) while contributing directly to operational readiness through hands-on shop production work. These aren't just technicians who can follow a technical manual; they're problem solvers who can diagnose issues, improvise solutions and get their shipmates back in the fight.

The challenges facing our maintenance structure are significant. Years of consolidation have reduced opportunities for Sailors to master the skill sets needed to repair and sustain at sea. NAMTS directly confronts this challenge by providing hands-on, journeyman-level training that builds both technical proficiency and tactical mastery, essential elements for confident warfighters.

The recent announcement of Shore Intermediate Maintenance Activities (SIMA) in Norfolk and San Diego will further strengthen this foundation, providing our Sailors with hands-on training in advanced ship repair while exposing them to modern capabilities including advanced manufacturing.

To our senior Sailors and subject matter experts: your role as mentors is absolutely critical. The expertise you've gained through years of experience and NAMTS training must be passed on to the next generation. I encourage you to actively seek opportunities to mentor junior Sailors and help them develop the technical proficiency and confidence they need to excel.

To every Sailor enrolled in NAMTS: You're not just learning a skill; you're joining a legacy of maintenance excellence that dates back nearly 30 years. The NEC codes you earn represents hundreds of hours of hands-on work and mentorship from journeymen who've been where you are. Take pride in that journey. Embrace the challenges. And remember that every competency you master makes your ship more lethal and your fleet more ready.

To the mentors, coordinators and production supervisors who guide our Sailors: Your investment in the next generation is the ultimate force multiplier.

The foundation we have built together, nearly 12,000 graduates strong, positions us well for the challenges of great power competition ahead. NAMTS will continue serving as a cornerstone of our maintenance strategy, developing the skilled, confident Sailors our Navy needs to dominate in any operating environment.

Built in the Foundry, tempered in the Fleet, forged to fight.

RDML Dan Lannaman

Commander, Navy Regional Maintenance Center

Celebrating 15 years of NAMTS at CNRMC

Team,

Professional development often gets reduced to career milestones and promotion requirements, but standing here at the 15-year anniversary of Commander, Navy Regional Maintenance Center's (CNRMC) leadership of the Navy Afloat Maintenance Training Strategy (NAMTS) program, I want to talk about what professional development actually means: becoming so good at your job that your teammates trust you completely, your command depends on you absolutely and you carry that competence with confidence for the rest of your career.

NAMTS represents professional development in its purest form. Over 1,600 Sailors currently enrolled across our Regional Maintenance Centers, Intermediate Maintenance Facilities, and 52 afloat commands aren't sitting in classrooms memorizing theory; they're in shops, spaces and workcenters solving real problems that directly impact their ship's operational readiness. They're troubleshooting casualties, fabricating parts, calibrating systems and proving that our fleet's organic maintenance capability isn't just an aspiration, it's a reality they're building with their own hands.

The 26 NEC tracks offered through NAMTS span the critical skill areas that keep our platforms mission-capable. From Hull Technicians conducting structural repairs to Electrician's Mates rewinding motors, from Machinist's Mates fabricating precision components to Gas Turbine Systems Technicians maintaining propulsion plants, these are the core competencies that determine whether a ship can extend its deployment, complete its mission or return home safely when systems fail far from the nearest port.

What distinguishes NAMTS from traditional training pipelines is the integration of learning and doing. Job Qualification Requirements (JQR) aren't abstract standards; they're roadmaps to mastery that Sailors follow while accomplishing actual production work. This model creates muscle memory and troubleshooting instincts that no amount of classroom instruction can replicate. When you've personally traced a ground fault three times, you don't just understand the procedure, you know what it feels like when you're getting close to the source.

Every afloat unit faces scheduling pressures, manning shortfalls, emergent work and the constant tension between training time and operational demands. Command NAMTS JQR Coordinators, often senior enlisted leaders or junior officers carrying this responsibility as an additional duty, are performing small miracles daily to keep Sailors progressing through their qualification paths. Success ultimately depends on the dedication of individual Sailors who choose to invest in themselves despite competing demands on their time.

That choice to pursue mastery even when it's difficult is what separates good Sailors from great ones. Every NAMTS graduate who's earned their NEC code has demonstrated persistence, commitment to excellence and the professional drive that defines the Warrior Ethos. That ethos lives in every Sailor who refuses to accept "good enough" when their shipmates deserve better.

To the Sailors working through their NAMTS qualifications right now: You're investing in yourself in the most meaningful way possible. The skills you're developing are transferable across platforms and valuable throughout your career. More importantly, you're becoming the subject matter expert that your division, department and ship will rely on when systems fail and easy answers don't exist.

To the commands that have embraced becoming Naval Afloat Training Activities: You're not just supporting individual Sailor development; you're strengthening organic maintenance capability that will pay dividends across your entire service life.

We are 15 years into this chapter of NAMTS excellence, with over 11,800 graduates proving that when we invest in deliberate, hands-on professional development, our Sailors rise to the challenge. Thank you for choosing to be excellent. Thank you for investing in your craft. And thank you for making NAMTS a success story worth celebrating.

Scott Buchanan

CNRMC Sailor Professional Development Manager,
NAMTS Program Manager

CNOTES - 1

A MESSAGE TO THE FLEET FROM THE CHIEF OF NAVAL OPERATIONS

SAILORS FIRST

The lifeblood of our Navy is the Sailor: well-trained, connected, supported and fit to fight. In every ocean around the world, our national security interests are challenged by increasingly complex threats. Underpinned by our warrior ethos, we will rise to that challenge. For 250 years, we have been a world-class fighting Navy, and our strength lies in our Sailors. Our teamwork and esprit de corps are strengthened by our core values and devotion to our mission.

\\Sailors and their families

We must resource the Navy our Nation Needs. I am committed to the well-being of our Sailors and their families – providing them with state-of-the-art platforms, world-class facilities and dependable support through our Total Sailor and Family Action Plan. We will leverage the insights and lessons learned from the past to improve and rebrand our Culture of Excellence initiative to its new focus - Total Sailor: Fit to Fight.

\\Sailors live ashore

Today, I have directed your Navy leadership to take the steps necessary to ensure that No Sailor Will Live Afloat. We will invest in unaccompanied and family housing in addition to optimizing our new BAH authority to ensure every Sailor resides in housing that is clean, comfortable and safe.

\\Galley facilities

During my term, we will transform our galley facilities to ensure they are designed to meet the nutritional needs and choices of our Sailor's modern-day lifestyle. It is paramount that we modernize food service to deliver healthy and flexible options.

\\Uniforms

Effective immediately, the Secretary of the Navy has directed we convene a focused assessment of your uniforms and seabag. We will streamline uniform requirements to ensure you have affordable, available and durable service clothing that you are proud to wear. The goal will be to reduce the number of uniforms while respecting our hard-earned traditions that makes our Navy so special.

\\Cell service

You have grown up in a digitally connected world where disconnection means isolation. Therefore, I have mandated efforts to improve cell service on our installations and bring free Wi-Fi to all of our barracks.

\\NAVADMIN

I have also ordered changes to the NAVADMIN process ensuring our Sailors are able to find clear and correct information in one singular location. We we will not use NAVADMINs to work around the effort required to properly change the base instructions any longer.

\\Sailor pay

Additionally, I've directed Navy leadership to revisit prior efforts such as Sailor pay to ensure our previous corrective actions are still working so that each Sailor is receiving the correct amount of pay and entitlements in a timely manner.

A Message From The CNO

C-NOte #2

A MESSAGE TO THE FLEET FROM THE CHIEF OF NAVAL OPERATIONS

FOUNDRY ALWAYS

The Foundry is the engine that drives our warfighting advantage. It transforms raw inputs and forges them into lethal outputs: ready warfighters, platforms and sustained readiness, at the speed and scale necessary to win. The Foundry builds, generates, sustains and modernizes naval power through three critical components: PEOPLE, INFRASTRUCTURE and MATERIEL.

\\ People

Our Total Force, comprised of Sailors, civilians and the industrial workforce, is our most decisive warfighting advantage. To prevail in conflict, we must recruit, train, educate and retain a technically proficient and resilient team. Investing in our people's development and well-being is not separate from combat power, it is the very foundation of our Warrior Ethos, which is not exclusive to those in uniform. It's a mindset marked by honor, integrity, resilience and a relentless commitment to excellence and service. That ethos must live across the spectrum: from our schoolhouses and combat centers to the workforce that lays our keels and develops our intellectual property. Every role our Total Force fills is vital by design.

\\ Training

To keep pace with the proliferation of technology and the global evolution of threats, we are enhancing the quality of our curricula. Relentless improvement, technical competence and tactical mastery are all tenets demanded of a confident warfighter. Empowered by timely action and responses from our Navy's top leaders, we will inculcate a culture of continuous learning that delivers world-class, modernized and battle-ready Sailors. Therefore, we will rename Ready Relevant Learning to "Career Training Continuum" (CTC), the Navy's enterprise program of record for individual training and career-long learning.

Through a series of sprints, we will also expand the Military Learning Continuum and Civilian Workforce Development. With built-in feedback loops and mechanisms in place, we will rapidly identify, assess, respond to and correct gaps in our Sailor's training journey. I have also directed that our Live-Virtual-Constructive (LVC) efforts be expanded past the current use cases (e.g., integrated C2X training, Fallon airwing events, etc.) to include a more generalized view of LVC that spans from unit level training to schoolhouse utilization to tailored wargaming.

\\ Battle Efficiency

Battle effectiveness is not achieved by only afloat platforms or commands. Simply put, without a strong Foundry, there is no effective Fleet. Therefore, I am working to rewrite the Battle "E" instruction to recognize shore installations with exceptional readiness and performance.

\\ Infrastructure

Shore platforms generate naval power. Our global network of infrastructure, shipyards, airfields, barracks, electrical grids and piers are foundational to projecting that power. Modernization ensures our readiness can scale across the spectrum of conflict. We will prioritize and strengthen our shore platforms to support Fleet-wide operations and ensure our People take pride and ownership in the places that they work in and live.

\\ Deployment-ready platforms

Expanding the Fleet's deployable platforms is a whole-of-Navy evolution, and while we are not short on ideas to get there, our execution has not met expectations. The levers: innovation, oversight, optimization and recapitalization are known, but the fastest gains in production will come from our People and their elbow-grease. To meet operational timelines, we must prioritize workforce development, labor capacity and world-class project management to increase our efficiency

Accordingly, we will strengthen second and third shifts in our public shipyards to increase throughput and on-time delivery. Only by improving shipyard training, workplace conditions and organizational support can we reduce attrition, accelerate experience and retain the workforce, both private and public, responsible for delivering our Fleet.

I will release a future C-NOte on Esprit de Corps Ashore, emphasizing the critical role our infrastructure plays in forging warfighting readiness.

\\ Materiel

Reliable supply chains, accurate Coordinated Shipboard Allowance Lists (COSALs), comprehensive maintenance capabilities and coordinated logistics are instrumental to keeping our Fleet in the fight. Winning in conflict demands a strong Navy-Industrial Base partnership, grounded in transparency, common understanding and intellectual honesty.

Our current maintenance structure lacks the right balance of Sailors, civilians, artisans and engineers. Years of depot and activity level consolidation have reduced opportunities for our Sailors to master the skill sets needed to repair and sustain at sea.

For these reasons, I am pursuing the stand-up of Shore Intermediate Maintenance Activities (SIMA) in Norfolk and San Diego. These facilities will provide our Sailors with hands-on training in advanced ship repair and expose them to modern capabilities such as AI/ML, advanced manufacturing (e.g., 3-D printing, CAD/CAM, etc.), workflow monitoring technologies and robotic systems.

We are also reviewing Class Maintenance Plans. To maintain a combat surge-ready posture, our maintenance models must evolve. Introducing shorter, more frequent and efficient availabilities will increase our readiness, improve on-time completion and reduce risk at a comparable cost.

MORE THAN A METAPHOR

Foundry is more than a metaphor; it is the process, standard and discipline that underpins our Navy's ability to deliver ready, lethal and resilient forces, on time, on cost and at scale.

BUILT IN THE FOUNDRY - TEMPERED IN THE FLEET - FORGED TO FIGHT.

Daryl L. Caudle
Admiral, United States Navy
34th Chief of Naval Operations

Expanding Fleet Readiness: NNSY Hosts Corrosion Control "Train the Trainer" Course

By Ashley Yahnel, Regional NAMTS Coordinator

Norfolk Naval Shipyard launched the Navy's first East Coast Corrosion Control Program Technician (CCPT) "Train the Trainer" course July 21, marking a significant milestone in fleet readiness preservation.

NNSY hosted the course in partnership with Mid-Atlantic Regional Maintenance Center, reflecting the shipyard's commitment to developing Sailor expertise that benefits both shipyard operations and the broader Navy maintenance community.

Seven hand-selected Sailors completed the CCPT course, learning preservation fundamentals, maintenance systems, corrective action processes, tag-out procedures, compartment inspections and quality assurance requirements. Each Sailor demonstrated the ability to manage corrosion control projects from discovery through final inspection.

Corrosion control directly impacts mission readiness. The marine environment constantly stresses naval vessels, threatening structural integrity, increasing repair costs and undermining operational readiness. Training Sailors to identify, prevent and correct corrosion ensures the fleet remains safe, resilient and mission capable.

The NAMTS CCPT Navy Enlisted Classification (NEC) provides professional advantages beyond the classroom. BMC (SW) Trevor Frankenfield, Leading Chief Petty Officer of four shops at NNSY, said the qualification serves as a catapult to enhancing one's career.

NAMTS team member and retired Senior Chief Boatswain's Mate Brian Epling, a corrosion control subject matter expert, led the inaugural course. Epling provided Sailors with knowledge and skills to execute corrosion control practices and train others across the fleet.

Sailors participate in the Corrosion Control Program Technician (CCPT) "Train the Trainer" course as Subject Matter Expert Brian Epling leads instruction. Pictured are BM2 (SW/AW) Audranae Russell, BM2 (SW) Vincent Thomas, BMC (SW) Trevor Frankenfield, BM1 (SW) Michael Westfall, BM2 (SW) Gabriel Santillan, BM1 (SW) Nina McCrory, and BM1 (SW) Aldane Dunn. (Photo by Ashley Yahnel.)

(L-R):BM2 (SW) Gabriel Santillan, BM1 (SW) Nina McCrory, BM1 (SW) Aldane Dunn, BM2 (SW/AW) Audranae Russell, and BM2 (SW) Vincent Thomas. (Photo by Felicia Reid.)

"This is more than just another qualification, it's a career accelerator," Frankenfield said. "It gives you real-world transferable skills that add value to the Navy and your own professional growth. It's an opportunity to become more competitive for advancement and demonstrate leadership as a true subject matter expert."

The "Train the Trainer" design ensures the course's impact multiplies across commands. Graduates gained technical expertise and the ability to train fellow Sailors, spreading corrosion control knowledge throughout NNSY, MARMC and the fleet.

NNSY will continue offering the CCPT skill area to Sailors across ratings, building a network of corrosion control leaders. The program reinforces NNSY's role in fleet maintenance and readiness through its focus on preservation, prevention and mentorship.

L-R: BM1 (SW) Michael Westfall, BMC (SW) Trevor Frankenfield, and Norfolk Naval Shipyard Regional NAMTS Coordinator, Ashley Yahnel. (Photo by MM1 (SW) John Witt.)

MARMC's NAMTS Gas Turbine Repair Technicians Complete Job on USS Nitze

By Lisa Croissette, Regional NAMTS Coordinator

A team of Gas Turbine Repair Technicians led by GSM1 (SW/AW) Jose A. Morrobel and GSM1 (SW) Christian A. Devereaux successfully completed the replacement of a Redundant Independent Mechanical Starting System (RIMSS) Allison 250-KS4 engine aboard USS Nitze (DDG 94). The five-day evolution marked the first hands-on replacement of this critical propulsion component in three years.

The Sailors are assigned to the Gas Turbine Shop at Mid-Atlantic Regional Maintenance Center (MARMC), where the Navy Afloat Maintenance Training Strategy (NAMTS) program continues to shape technicians into highly skilled professionals ready to tackle complex maintenance challenges.

Leading the team were NAMTS Gas Turbine Repair Technician NEC holders Morrobel and Devereaux, with critical support from GSM1 (SW) Izack D. Ballesteros and GSM2 (SW) Luis A. Toyensdiaz, both NAMTS Gas Turbine Repair Technician enrollees. The real-world opportunity gave the team the chance to directly apply their NAMTS training in a production setting—a demanding, multi-day evolution required to earn the Gas Turbine Repair Technician NAMTS Navy Enlisted Classification (NEC). While it can be simulated or discussed in training, executing the replacement in an operational environment provided invaluable hands-on experience.

The Allison 250-KS4 is widely used in rotary-wing, fixed-wing, and marine propulsion systems, with the variant tailored specifically for naval environments. The process involved multiple precision steps: disconnecting fuel lines, electrical connections, and exhaust systems, lifting and carefully removing the old engine from its module, transferring it via rigging points to the pier, and finally installing the new unit.

(L-R): GSM1 (SW) Izack Ballesteros, GSM1(SW) Christian Devereaux, and GSM1 (SW/AW) Jose Morrobel successfully completed the first RIMSS Changeout Job for the Gas Turbine Repair Shop in three years. (Photo by GSM1 (SW/AW) Jose Morrobel.)

GSM1 (SW/AW) Jose Morrobel and GSM1 (SW) Izack Ballesteros visually inspect mechanical linkages within the RIMSS engine. (Photo by GSM1 (SW) Christian Devereaux.)

Once in place, the team reconnected and torqued linkages, ensured alignment, and completed inspection and systems checks with a Marine Gas Turbine Inspector before the engine was cleared for operation.

"The RIMSS engine plays a vital role in the complete operation of a Gas Turbine Generator which supplies power to the entire ship. From lighting to power outlets, galley appliances to defense equipment, a ship cannot be at sea without power," said GSM1 Morrobel. "This was a new experience for me and my team. I remember simulating the RIMSS changeout in the shop to earn my NAMTS NEC, so I felt confident leading the team through this process. It really gave my team the opportunity to further their technical knowledge and earn progress towards their NAMTS NECs, which, in turn, will give them better advantages in their career."

The successful completion of this engine changeout not only advanced the team's NAMTS qualifications but also reinforced MARMC's reputation for excellence in ship repair and readiness. As the first evolution of its kind in three years, it stands as a reminder of the importance of hands-on training, teamwork, and technical expertise in keeping the fleet mission-ready. The Gas Turbine Shop's success reflects MARMC's ongoing commitment to its mission and its motto: ***We Fix Ships.***

SERMC NAMTS Sailors Excel During Visiting Ship Casualty

By Scott Curtis, SERMC Public Affairs and
Osbert Teekasingh, Regional NAMTS Coordinator

During a port visit to Naval Station Mayport, an Arleigh Burke-class guided-missile destroyer experienced a casualty to one of the ship's power generation units. This developed into an urgent request from the ship for a swift replacement of the number 1 Gas Turbine Generator (GTG).

Southeast Regional Maintenance Center (SERMC) mobilized its Production Department alongside SERMC Technical Support Team in Code 261A to coordinate the tedious task. Key contributions from those directly involved in this changeout are:

- SERMC Rigger Weight Tester Shop (Code 911): The Rig Shop provided crane services and the rigging crew responsible for removing the defective GTG and installing the replacement engine into its housing module aboard the ship. This team was comprised of Sailors actively completing their Navy Afloat Maintenance Training Strategy (NAMTS) Rigger/Weight Tester Job Qualification Requirements (JQR) and who have enrolled and earned the NAMTS Navy Enlisted Classification Code (NEC) 797A. BMC(SW) Joshua Pelletier, BM1(SW) Kevin Iverson, BM2(SW) Rodney Horton, BM2 Marlee Rosales (Enrolled), BM2 Isaiah Thomas and BM2(SW/AW) Lucy Valdez.
- SERMC Gas Turbine Engine Shop (Code 932): The Gas Turbine Team executed the engine swap with precision, drawing on their in-depth training and expertise. These Sailors have completed NAMTS JQRs and hold the NAMTS Gas Turbine (Mechanical) Repair Technician NEC U08A. GSMC(SW) Travis Grant, GSCS(SW) Gary Lusk, GSM2 (SW) Brenda Lipe, GSM2(SW) Jordan Mayer and GSM2 (SW) Tyler Michaud,
- SERMC Fleet Technical Assistance (Code 261A): The Fleet Technical Assistance (FTA) Team: provided essential technical oversight and ensured safe execution throughout the operations. GSCS(SW) Syed Balkhi, and Mr. Gabriel Castaneda.

Through seamless coordination and professionalism across these technical specialties, the teams completed the engine replacement ahead of schedule, in just three and a half days on what is normally a 7-10 day job. This exceptional effort highlights SERMC's agility and technical expertise in dynamic operational environments.

Sailors, assigned to Southeast Regional Maintenance Center, Mayport Florida, and contractors connect an Allison gas turbine generator to a crane hoist for loading onto a Arleigh Burke-class guided-missile destroyer. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jonathan Nye)

MAYPORT, Fl. - (June 29, 2025) Senior Chief Gas Turbine System Technician Gary Lusk (left) and Chief Boatswain's Mate Joshua Pelletier, assigned to Southeast Regional Maintenance Center, Mayport, Florida, identify and label corresponding parts on an Allison gas turbine generator for an Arleigh Burke-class guided-missile destroyer. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jonathan Nye)

SERMC's Commanding Officer, Capt. Kiah Rahming said, "Supporting the NAMTS program is an investment in our fleet's future. It equips our Sailors with real-world, hands-on experience they'll carry back to sea, and just as importantly, it empowers them to train and mentor their new shipmates. That kind of knowledge transfer strengthens our teams and keeps our ships mission-ready."

"Working on my NAMTS quals during this gas turbine generator changeout has been intense, but it's exactly the kind of hands-on experience I signed up for. Every bolt and every adjustment helped build my self-confidence, and I know I'll be ready to respond when it really counts when I return to sea," said Gas Turbine Systems Technician (Mechanical) Brenda Lipe from Code 932.

Boatswain's Mate 2nd Class Lucy Valdez from Code 911 said, "Rigging and lifting a gas turbine generator in this kind of high-tempo environment really puts your training to the test. Working on my NAMTS qualification through it all has pushed me to be sharper, safer, and more aware of the big picture, because out here, precision and teamwork aren't optional, they're everything."

The success of this mission not only ensured a vital asset remained mission-ready but also demonstrated the capabilities of SERMC Sailors who are earning their NAMTS NECs. Their performance reinforces SERMC's strong reputation for delivering waterfront solutions with precision and professionalism.

Sailors assigned to SERMC are provided the opportunity to enroll in the NAMTS program, which is designed to develop "Competent and Confident: Journeyman Level technician capable of improving afloat fleet readiness." Sailors are enrolled in NAMTS skill JQRs while assigned to a production Shop and are required to complete the JQR in 18-24 months. Sailors received training through production in fundamentals, terminology, maintenance and repair skills. Upon completing the JQR, Sailors must pass a written test, and an oral before they are recommended for their respective NAMTS NECs.

SWRMC Diesel Engine Repair Shop Achieves Major Milestone with "Pit Stop" Method and NAMTS-Trained Technicians

Article and photos by Cedric Ridley, Regional NAMTS Coordinator

Southwest Regional Maintenance Center's (SWRMC) Diesel Engine Repair Shop (Code 931) has revolutionized fleet maintenance through its innovative "Pit Stop" repair method, which combines pre-positioned components with hands-on training for Navy Afloat Maintenance Training Strategy (NAMTS) personnel to dramatically reduce maintenance timelines.

The "Pit Stop" Method: A Game-Changing Approach

The "Pit Stop" repair method represents a fundamental shift in how upper end diesel engine overhauls are conducted. Under this approach, NAMTS-qualified technicians lead repair evolutions while simultaneously training NAMTS enrollees through real-world maintenance work. The method centers on pre-conditioning critical components before work begins, including rebuilt and pressure-tested cylinder heads, refurbished rocker arms restored to like-new condition, and cleaned and inspected jacket water piping.

These components are meticulously inventoried and loaded into a connex box, then pre-positioned onboard the vessel before the availability period begins. This preparation eliminates the traditional "open and inspect" phase that historically consumed significant time during overhauls.

NAMTS-Trained Teams in Action

The execution phase showcases the NAMTS program's effectiveness. NAMTS-qualified technicians, working alongside their understudies enrolled in the program, perform the actual component removal and replacement under the guidance of senior technicians. This structured approach provides NAMTS enrollees with hands-on experience in critical maintenance evolutions while ensuring work quality and safety standards are maintained.

EN1 (SW) Tierney Harris, a current NAMTS Diesel Engine, Governor, and Injector Repair Technician enrollee who began his qualification this year, has benefited from these live repair opportunities. "NAMTS offers structured training that really helps break down the complexities of diesel systems," stated EN1 Harris. "The instructors here at SWRMC are truly vested in the success of their Sailors and the impact they have across the fleet."

EN1 (EXW/SW) Christopher Walker and Mr. Arian Damaso measure the clearances on a piston liner in the piston and liner shop. (Photo by ENC (SW) Chance Emerson.)

Proven Results: USS Ashland Success Story

The method achieved remarkable results during a large-scale job aboard USS Ashland (LSD 48). NAMTS-qualified technicians and their understudies completed an upper end diesel engine overhaul in just 90 days—a repair that typically requires six months using conventional methods. This represented a 50% reduction in maintenance time while providing invaluable training opportunities for NAMTS enrollees.

EN1 Lane Raske and EN2 Samual Horn refurbishing a cylinder head in the Head and Blower shop. (Photo by ENC (SW) Chance Emerson.)

More broadly, the "Pit Stop" method has reduced upper end overhaul timelines from 6-8 months during CNO availabilities to approximately 28 days during non-CNO availabilities. These accelerated timelines have been achieved while maintaining the high quality standards required for mission-critical propulsion systems.

Training Through Production

Over the past six months, increased production work aboard ships across the San Diego waterfront has provided expanded opportunities for NAMTS enrollees to gain direct experience. The "Pit Stop" method has been instrumental in this training expansion, as each pre-positioned component evolution creates a structured learning environment where enrollees practice complete removal and replacement procedures under controlled conditions.

The shop's four integral sections: governor and injector maintenance, piston and liner refurbishment, cylinder head and blower overhaul, and the On-Ship Repair (OSR) division, all contribute components and expertise to support these "Pit Stop" evolutions. NAMTS participants rotating through these sections gain comprehensive knowledge of each component they'll later install during shipboard repairs.

Impact on Fleet Readiness

The combination of the "Pit Stop" repair method and NAMTS-trained personnel has delivered significant operational benefits. By reducing maintenance timelines while simultaneously qualifying new technicians through real-world work, Code 931 has addressed two critical fleet needs simultaneously: faster ship returns to operational status and a more skilled, capable workforce ready to support future maintenance demands.

The success of this approach demonstrates that innovative repair methods, when combined with structured training programs like NAMTS, can achieve cost savings, improved operational readiness, and workforce development without compromising quality or safety. Through the dedication of NAMTS-qualified technicians and the determination of enrollees gaining hands-on experience, SWRMC's Diesel Engine Repair Shop continues to drive fleet readiness across the waterfront.

TRFB Sailor Achieves Coveted P-3 Brazing Certification

By MC1 (SW) Adora Okafor and Marvin Frilles, Regional NAMTS Coordinator

At Trident Refit Facility Bangor (TRFB), the Navy Afloat Maintenance Training Strategy (NAMTS) program plays a key role in providing Sailors hands-on experience and the opportunity to earn Navy Enlisted Classifications (NECs) that directly support submarine maintenance and repair. For Hull Maintenance Technician 1st Class (SW) Noah Cooper, Leading Petty Officer of TRFB's Pipefitter Shop, the NAMTS program served as the foundation to achieve not only specialized shipyard skills but also something no TRFB Sailor has accomplished in nearly 20 years: a civilian-level P-3 brazing qualification.

NAMTS training gives Sailors like HT1 (SW) Cooper the opportunity to develop technical expertise in shipyard trades while directly contributing to operational readiness and production. NAMTS-qualified Pipefitters at TRFB perform critical submarine maintenance including the repair and replacement of seawater cooling systems, hydraulic piping, and high-pressure air lines. These Sailors fabricate pipe sections, cut and thread piping to exact specifications, and conduct leak tests to ensure system integrity before submarines return to operational status. For the NAMTS Pipefitter path, this means mastering skills used in the repair and fabrication of submarine piping systems—skills that translate seamlessly to the high standards required for civilian brazing certifications.

HT1 (SW) Cooper began his NAMTS Pipefitter qualification in November 2022, earning his P-1 and P-2 "fit-up" qualifications over the course of more than a year and 150 hours of training and testing. During this period, he contributed directly to submarine maintenance by performing pipe fitting work on multiple Ohio-class submarines, including the repair of corroded seawater piping sections and the installation of replacement hydraulic lines in engine room systems.

"Most Sailors who arrive at TRFB focus on earning their NAMTS qualifications and supporting the shop," HT1 (SW) Cooper said. "I wanted to go further, be more hands-on with the work, and understand how it all connects." The NAMTS Pipefitter path, he explained, provided the perfect foundation, with its Job Qualification Requirements aligning closely to the welder/brazer standards needed for the P-3 qualification.

HT1 Cooper braze recertification. (Photo by MC2 Sarah Christoph.)

Brazing is a precision metal-joining process which requires joining metals with a filler material without melting the base metals. The civilian-level P-3 brazing certification authorizes repairs on high-pressure, high-temperature piping, work critical to submarine operations. HT1 (SW) Cooper initially qualified on parts of the brazing process earlier in his career but did not have the opportunity to complete the full certification until his tour at TRFB.

HT1 Cooper's last braze at TRF Bangor. (Photo by MC2 Sarah Christoph.)

To obtain a P-3 welding qualification in the Navy, Sailors must qualify for specific pipe brazing procedures defined by the Naval Sea Systems Command (NAVSEA). Unlike broad welding qualifications, "P-3" specifically refers to a special category of silver brazing for piping systems and is not a general welding certification. Sailors must complete multiple test joints under strict visual and radiographic inspection criteria. Each test assesses the Sailor's ability to maintain precise temperature control, filler application, and joint integrity across various pipe diameters and materials—skills essential for maintaining submarine seawater and hydraulic systems.

With his P-3 certification complete, HT1 (SW) Cooper now performs advanced brazing repairs on submarine piping systems that previously required contractor support. Recent work includes brazing silver-soldered joints on high-pressure air piping and repairing pinhole leaks in seawater cooling systems, directly reducing maintenance delays and contractor costs while improving TRFB's self-sufficiency.

HT1 (SW) Cooper's success was made possible through collaboration with both Navy and civilian NAMTS qualifiers, whose combined efforts reinforced the NAMTS curriculum and prepared him for the exacting standards of the P-3 test. Since HT1 Cooper's accomplishment, two more Sailors in the Pipefitter Shop have completed their initial NAMTS Pipefitter qualifications and plan to pursue the brazing certification as well. This ripple effect has not only strengthened TRFB's in-house capability but also brought forward updates to the NAMTS training pipeline for future Sailors.

"I want to be able to use the knowledge that I've learned here to help other people," HT1 (SW) Cooper said. "Now, we have Sailors that are able to better contribute to the mission and boost self-sustaining capabilities at TRFB."

As HT1 (SW) Cooper prepares to transfer to his next duty station and work toward the Navy Warrant Officer/LDO program, his achievement stands as proof of how NAMTS qualifications can open doors to advanced technical skills, enhance command capabilities, and set a new standard for what's possible at TRFB.

TRF Bangor and IMF Everett Sailors Complete Corrosion Control Training

By Marvin Frilles, Regional NAMTS Coordinator

BREMERTON, Wash. — Fifteen Sailors from Trident Refit Facility (TRF) Bangor and Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) Everett completed the Navy's Corrosion Control Program Technician (CCPT) course Sept. 22–26 at Naval Base Kitsap–Bremerton, becoming the first certified graduates in the Pacific Northwest.

The weeklong course, led by Afloat NAMTS Coordinators Alvin Donato and Phillip Simpson, provided Sailors with advanced instruction in identifying, assessing, and preventing corrosion. Donato described the course's goal as developing "competent and confident" corrosion control Subject Matter Experts (SMEs) who can enhance afloat warfare readiness and assist Commanding Officers across the fleet in strengthening their focus on corrosion control.

"'An ounce of prevention is worth a pound of cure' is an understatement in reducing costs and combatting corrosion to sustain asset lifecycles," Donato said. "Rust never sleeps."

Eleven Sailors from TRF Bangor and four from IMF Everett took part in the training, which combined classroom lessons, hands-on demonstrations, and final written and oral examinations.

Corrosion remains one of the Navy's most persistent challenges and "Is a 7.5 billion annual expense for the Navy that impacts material readiness, availability, and safety in both afloat and at shore commands" according to Donato.

"The Pacific Northwest is one of the toughest environments in the fleet for corrosion control," said BMC(SW) Gregg Swartzenberg. "The water is colder, there's constant rain and moisture, so it's a perfect breeding ground for corrosion. The most detrimental areas are the weather decks, and you can't exactly paint in the rain, so having trained technicians here is absolutely essential."

Swartzenberg, who completed the course alongside his peers, emphasized the importance of proper preparation and quality standards. "I believe that the big thing about this course is learning about proper surface preparation and what it means to be clean through a variety of standards," he said. "Surface prep truly is the most important part, and the amount of rework that we've done because we didn't meet the proper cleaning standards is frustrating."

He also noted that the course introduced inspection methods and technical processes that are not typically familiar to Boatswain's Mates. "We learned process and inspection methods through instructions that are not common to BMs," Swartzenberg said. "It reinforces that the tribal knowledge way of teaching and doing maintenance is the bane of the Navy."

Students in the CCPT course learned advanced surface preparation and coating techniques, corrosion-resistant material applications, and the use of specialized tools to prevent and mitigate damage. The curriculum emphasized early detection and proactive maintenance, essential skills for Sailors participating in ship readiness and preservation programs.

TRFB and Everett Sailors conducting the classroom portion of CCPT prior to conducting shipboard inspections. (Photo by Marvin Frilles.)

"The course is beneficial in the fact that there's no single rate for corrosion; every Sailor is responsible for their spaces," Swartzenberg said. "This allowed me to learn more about the other side of corrosion: metal interaction, identification, types of corrosion—and be able to communicate what needs to be done to correct corrosion issues."

Training culminated in a hands-on exercise aboard the inactive Navy vessel Coronado (LCS 4), where Sailors conducted real-world corrosion inspections and applied lessons learned from the classroom. The scenario-based training allowed participants to evaluate degraded surfaces, select appropriate preparation methods, and discuss coating and preservation techniques in shipboard spaces.

The Corrosion Control Program Technician certification is part of the Navy Afloat Maintenance Training Strategy (NAMTS), which develops highly skilled Sailors capable of performing specialized maintenance tasks that directly improve fleet readiness. "It gives our Sailors, specifically Boatswain's Mates, another skill that fits perfectly in our wheelhouse," Swartzenberg said. By training personnel in corrosion prevention, the Navy reduces repair costs, extends vessel service life, and ensures ships remain mission-ready in demanding operational conditions.

Through programs like CCPT, the Navy continues to invest in its Sailors, equipping them with technical expertise that not only enhances material readiness but also reinforces the service's long-term commitment to operational excellence.

Graduates:

TRF Bangor: BMC Oden Rogers, BMC Gregg Swartzenberg, MMC Austin Chapman, EM1 Nicholas Goldstein, EM1 Tyler Bonis, HT1 Salatino, MM1 Joseph Shelow, MM1 Erik Weststeyn, MM2 Matthew Jenkins, BM2 Justin Presbrey, BM2 Nicholas Wehking.

PSNS & IMF Everett: HTC Joel Lee, DC1 Bernard Johnson, FC1 Martin Cabello, BM2 Jaiden Maltos.

Navy Training Experts Lead Maintenance Excellence at Everett Facility

By Kirk Jeppson, Regional NAMTS Coordinator

At Intermediate Maintenance Facility Detachment Everett, two subject matter experts stand out as master trainers, mentors and experts in their field—delivering hands-on maintenance training that directly impacts operational capability across the Pacific Fleet.

Eric Welter: NAMTS Designated Qualifier for Phalanx Close-In Weapons System

Eric Welter is one of the highest-regarded qualifiers and subject matter experts at IMF Detachment Everett. Welter joined the Navy in 1990 as a fire controlman and first worked on the Close-in Weapons System (CIWS) platform in 1991. He has served on multiple classes of ships, including frigates, destroyers, cruisers, aircraft carriers and tenders. Specializing in the operation and maintenance of the CIWS for more than 30 years, both as a Sailor and a civilian, he has dedicated himself to training Sailors in system maintenance and improvements in the overhaul process.

Training Sailors to Maintain Critical Weapons Systems

Arriving at PSNS & IMF Detachment Everett in 2004, Welter quickly established himself as the regional subject matter expert in CIWS, MK38 M242 25mm chain guns, and MK137 chaff launchers. He helped lead the development of the Phalanx CIWS NAMTS Phalanx Gun and Ammunition Handling System (PGAHS) Job Qualification Requirements (JQR), enabling his Sailors to document their learning as CIWS SMEs for the fleet.

With his bank of knowledge, Welter has helped qualify more than 100 IMF Detachment Everett Sailors in shop-specific personnel qualification standards and NAMTS, earning them the NAMTS PGAHS NEC. Upon leaving the shop, these Sailors were sent to the fleet as technical experts in their field—directly reducing shipboard reliance on shore-based support and enabling vessels to maintain their own weapons systems during extended deployments.

Additionally, Welter developed a NAMTS program for the MK38 M242 25mm chain gun that is currently under review to enhance training for the fleet's Gunner's Mates. He has participated in multiple Fleet Maintenance Activity Assessments (FMAA) as an inspector, ensuring that all Intermediate-level facilities share information to improve performance and efficiency across the board.

Daniel Hines instructing EM2 (SW) Lewis Mayberry on how to complete a cable way inspection. (Photo by MM2 (SW/AW) Bianca Reiter.)

Eric Welter is giving instructions to GM2 (SW/AW) Yafred Fernandez on a CIWS Unload Drive and Feeder repair. (Photo by MM2 (SW/AW) Bianca Reiter.)

Ensuring Technical Proficiency Through Comprehensive Assessment

Welter has actively contributed to enhancing Sailors' knowledge through the development of NAMTS post-test questions related to the NAMTS PGAHS NEC. By ensuring that these assessments are comprehensive and relevant, he has played a critical role in verifying each Sailor's understanding of complex systems like the CIWS. These post-test questions reinforce the material covered during training and help identify areas where further clarification or instruction may be necessary. This proactive approach boosts Sailors' confidence in their skills and ensures they are fully capable of operating and maintaining vital weapon systems effectively.

"When you are working alongside Eric, morale goes up across the board. You know you're getting the best training because he is the best in the weapons repair field," stated GM1 (SW) John Hodges.

Daniel Hines: NAMTS Designated Qualifier for Outside Electrical, Inside Electrical and Interior Communications

Daniel Hines is a highly esteemed contributor to the NAMTS program at IMF Detachment Everett and places a high value on naval training and maintenance. Joining the Navy in 1973 as a Machinist's Mate, he was stationed aboard a Garcia-class destroyer escort where he worked extensively on high-pressure steam propulsion systems before later transitioning to interior communications (IC).

Hines always sought to master his trade and as an IC A-school instructor, he taught essential maintenance for Permit-class submarines, specializing in low-pressure air agitation cleaning and electro-hydraulic switch repairs. He also became a subject matter expert at Squadron 16 in Kings Bay, Georgia, focusing on alarm systems and Central Atmosphere Monitor Systems.

Navy Training Experts Lead Maintenance Excellence at Everett Facility

Training Sailors in Critical Safety Inspections

With more than 29 years of experience as an electrical repair technician and supervisor at IMF Detachment Everett, Hines has made substantial contributions to the NAMTS program by creating more than 100 post-test questions across three key skill areas: outside electrical, inside electrical and interior communication.

As the Supervisor of Shop 51, Hines leads numerous cableway inspections (part of the NAMTS Outside Electrical Repair Technician JQR), which are a requirement under Naval guidelines. These inspections are conducted before ships enter dry dock for an extended availability and in some cases, after they leave dry dock. These inspections focus on Multi Cable Transits (MCT), which provide airtight, watertight, and gas-tight seals between the bulkheads and deck penetrations. The importance of MCTs is essential, especially on the Damage Control Decks, for personnel safety and equipment integrity.

Building Fleet Self-Sufficiency Through Waterfront Training

Hines provides training to Sailors stationed on the waterfront regarding the correct way to address any deficiencies noted during inspections. Shop 51 has successfully trained approximately 100 Sailors in this capacity and conducted 16 extensive inspections over the past five years. These inspections are heavily covered in the NAMTS outside electrical Job Qualification Requirements. By equipping waterfront Sailors with the skills to identify and correct MCT deficiencies, Hines' training directly enhances damage control readiness and reduces the need for shore-based technical assistance during routine maintenance periods.

Hines' extensive experience, technical proficiency and commitment to training make him an integral part of the NAMTS program and the naval community at large.

"A good trainer can change a person's life by inspiring them to be the best version of themselves and that's what Dan Hines does for us," says EM2 (SW) Christopher Keller.

Measurable Impact: How Hands-On Training Enhances Fleet Readiness

Practical Application of Skills

Hands-on training within the NAMTS program has demonstrated significant improvements in Sailors' practical application of skills. Data shows that Sailors who undergo hands-on training exhibit a 40% increase in proficiency in maintenance tasks compared to those who rely solely on theoretical instruction. Furthermore, real-world scenario simulations have resulted in a 50% reduction in troubleshooting time during actual maintenance situations. As a result, the success rate for resolving technical issues on the first attempt has increased to 85%, indicating that hands-on experience directly translates to enhanced operational effectiveness aboard naval vessels. These numbers underscore the critical role of practical application in training Sailors to perform their duties effectively in high-pressure environments.

Confidence Building

Hands-on training significantly impacts confidence building among Sailors, with educational studies indicating that participants report a 45% increase in self-assurance regarding their maintenance skills after engaging in practical exercises. Before

Dan Hines is providing over-the-shoulder mentorship to EM2 (SW) Lewis Mayberry on TAG OUT procedures. (Photo by MM2 (SW/AW) Bianca Reiter.)

training, only 60% of Sailors felt equipped to handle unexpected equipment failures; post-training, this number rises to 90%, demonstrating a clear enhancement in their ability to perform under pressure.

"The NAMTS training has transformed the way I approach my duties, giving me the confidence to tackle any maintenance issue head-on," says Petty Officer 2nd Class Yafred Fernandez.

Enhanced Retention

Research by learning institutes shows that experiential learning increases knowledge retention rates by 70% compared to traditional lecture-based approaches, which average retention at around 30%. In practical applications, Sailors who engage in hands-on activities can recall maintenance procedures and specific troubleshooting steps with an accuracy rate of 80% after six months, compared to only 40% retention for those who relied solely on theoretical training. These figures underscore the critical role of practical experience in building confidence and ensuring that Sailors are well-prepared to perform effectively in real-world situations.

Realistic Problem-Solving

Hands-on training exposes Sailors to a range of potential maintenance challenges, encouraging them to engage in critical thinking and problem-solving. This experience is invaluable, as it prepares them to think on their feet and make effective decisions in dynamic and often unpredictable maritime environments.

"The support from our SMEs during NAMTS training is invaluable. Their expertise not only improves our skills but also inspires us to strive for excellence," stated Petty Officer 2nd Class Lewis Mayberry.

Through focused training in CIWS maintenance, weapons system overhaul, MCT inspections, and electrical repair, IMF Detachment Everett's NAMTS-qualified Sailors return to the fleet capable of maintaining complex systems independently—directly supporting extended deployments and sustained operational readiness.

Faces of Readiness at HRMC, Where NAMTS Skills Meet Reality

Article by Johnlord A. Miranda, Regional NAMTS Coordinator
Photos by Mike "Waldo" Wilson, HRMC Public Affairs Specialist

When a ship suffers an equipment casualty, there's no room for hesitation. The fleet depends on Sailors who are not only technically capable but confident under pressure and ready to restore critical systems to get the ship back in the fight. At Hawaii Regional Maintenance Center (HRMC), that level of readiness is achieved through the Navy Afloat Maintenance Training Strategy (NAMTS) program, which has delivered measurable results in technical expertise, operational capability, and leadership development.

NAMTS NEC Qualifications Achieved

HRMC has successfully qualified multiple Sailors in specialized Navy Enlisted Classifications (NECs), creating a robust cadre of technical experts:

Heat Exchanger Repair Technician – MM2 (SW) Conner Sturch and MM1 (SW/AW) Tewodros Mengesha exemplify this qualification. "Heat exchangers are on every vessel and are critical pieces of equipment," Sturch said. "You absolutely need someone aboard who ensures they are running at peak efficiency."

Valve Repair Technician – MM1 (SW/AW) Mengesha's multiple NEC qualifications demonstrate the program's ability to develop multi-skilled technicians capable of addressing diverse maintenance challenges across the fleet.

Watertight Closure Maintenance Technician – MM2 (SW) Jasper Villasis and MM1 (SW/AW) Mengesha represent the critical damage control expertise gained through this qualification. "NAMTS hands-on learning in watertight closures has been invaluable," Villasis said. "It gave me the confidence to inspect, maintain and troubleshoot watertight doors under realistic conditions."

Training and Development Excellence

MM1 (SW/AW) Tewodros Mengesha is a multiple NAMTS NEC holder (NAMTS Heat Exchanger Repair Technician, NAMTS Valve Repair Technician, and NAMTS Watertight Closure Maintenance Technician) at HRMC. He serves as the shop's Leading Petty Officer and as a member of the Maintenance Assist Team.

The NAMTS program at HRMC has delivered comprehensive technical training that translates directly to fleet readiness:

Hands-on instruction in critical systems including propulsion, damage control, and auxiliary equipment ensures Sailors can act decisively in the most demanding conditions. Every wrench turned, gasket replaced, and evolution completed builds technical excellence and operational reliability.

MM2 (SW) Conner Sturch is a NAMTS Heat Exchanger Repair Technician NEC holder and designated subject matter expert.

Real-world training in watertight closure inspection, maintenance, and troubleshooting prepares Sailors for scenarios involving flooding or battle damage where there are no second chances. As Villasis noted, "Knowing how to properly repair dogs, gaskets and knife edges directly supports ship survivability during flooding or battle damage."

Enhanced technical expertise in heat exchanger maintenance and repair addresses critical equipment found on every vessel, ensuring these systems run at peak efficiency across the fleet.

Development of subject matter experts and designated trainers like Sturch creates a sustainable knowledge base at HRMC, ensuring continuous capability development for future Sailors.

Leadership Development Impact

The NAMTS program has proven its value beyond technical qualifications by developing the next generation of maintenance leaders.

MM1 (SW/AW) Mengesha, a multiple NAMTS NEC holder and the shop's leading petty officer, reflected on the program's impact: "Earning a NAMTS NEC made a lasting difference for me personally. It provided structured, hands-on exposure to advanced maintenance procedures, significantly boosting my technical expertise. Now I am more confident in teaching and mentoring junior Sailors."

Building mentorship capabilities among senior Sailors has created a cycle of knowledge transfer that strengthens the entire maintenance team. Mengesha's leadership drove measurable results during the Auxiliary Maintenance Assist Team visit, where five air conditioning units were inspected and serviced to full mission capability.

MM2 (SW) Jasper Villasis reviews a watertight closure training aid in the HRMC Door Shop. Hands-on training in NAMTS is invaluable and gives Sailors like MM2 Villasis the confidence to inspect, maintain, and troubleshoot watertight closures under real-world conditions.

Creating a sustainable cycle of knowledge transfer ensures that technical expertise is continuously passed down, with NAMTS-qualified Sailors encouraged to train

HRMC, Cont'd.

others and build team capability.

Increasing confidence in teaching and mentoring junior Sailors transforms technical experts into effective leaders who can develop the workforce while maintaining operational tempo.

Measurable Operational Results

The program's focus on repetition and realistic scenarios has delivered concrete fleet readiness improvements:

- Five air conditioning units inspected and serviced to full mission capability during the Auxiliary Maintenance Assist Team visit
- 20% reduction in potential equipment downtime through proactive maintenance
- Multiple cooling inefficiencies resolved, directly supporting ship habitability and operational capability
- Dozens of on-the-job training hours generated for junior technicians, accelerating qualification progress and technical proficiency

The NAMTS Advantage

At HRMC, NAMTS isn't theory scribbled on a whiteboard; it's hands-on, in-rate training that prepares Sailors to act decisively when it matters most. The program equips Sailors with the experience and technical knowledge required to keep the fleet moving. It's a living example of how repetition builds capability, and capability builds confidence.

For Sailors like Villasis, readiness isn't about checklists; it's about ownership. "This training made me feel more mission ready because I can contribute directly to the ship's damage control readiness and safety while deployed."

That kind of attention to detail is exactly what NAMTS reinforces: technical mastery paired with the understanding that systems don't just support missions, they support lives. Through specialized qualifications, comprehensive training, and leadership development, HRMC's NAMTS program continues to deliver stronger teams, enhanced maintenance capabilities, and improved fleet readiness across the Pacific Fleet.

NAMTS.US

By Diana Murga, NAMTS Training Operations Support Specialist

The NAMTS team is thrilled to introduce the new NAMTS Landing Page, designed to make it easier than ever to access everything related to the Navy Afloat Maintenance Training Strategy (NAMTS) program. Whether you're a Sailor working toward your NAMTS qualification, a coordinator helping to manage training progress, or part of the support network that keeps the program running, this page is your central hub.

Your Gateway to NAMTS: namts.us

At namts.us, you'll find direct links to all key NAMTS systems and resources, including:

MOODLE: The NAMTS training site where Sailors complete their coursework and exams

QPR (Qualification Progress Report): Track training progress and monitor completion metrics

CeTARS: Access training data and course enrollment information

NAMTS Facebook Group: Connect with the NAMTS community, stay informed, and share success stories

Additional resources: Quick access to the CNRMC Portal, Navy Quick Links, and NAMTS Newsletters: all in one place to support your NAMTS journey

Beyond system links, we've also made support and communication more accessible than ever. From our landing page, you can reach the NAMTS Support Site to report issues like login or CAC registration errors or use the NAMTS Hotline to connect directly with a member of the Support Team.

If you call during regular business hours (Monday - Friday, 8:00 AM – 5:00 PM EST), a team member will assist you in real time. Calls received after hours, on weekends, or during holidays will go to voicemail, automatically generating a trouble ticket and a member of the team will reach out as soon as possible on the next business day.

The goal of this new landing page is to streamline access, improve communication, and provide Sailors and coordinators with quick, reliable ways to reach the NAMTS Support Team. Whether you're logging into MOODLE, tracking progress in QPR, or simply looking for information, namts.us is now your starting point for all things NAMTS.

Take a few minutes to explore the new site, bookmark it, and share it with your team, because NAMTS is all about training, teamwork, and staying connected.

NAMTS: From Hands-On Legacy to Data-Driven Readiness

By Kevin Bond, Contracted NAMTS Program Manager

The Past: Building a Foundation of Self-Sufficiency

In 1996, the Navy Afloat Maintenance Training Strategy (NAMTS) was created to strengthen fleet self-sufficiency. What began with four Sailors at San Diego's Shore Intermediate Maintenance Activity (SIMA) and just eight Job Qualification Requirements (JQRs) has since evolved into a comprehensive workforce development pipeline.

For its first decade, NAMTS relied on traditional hands-on training, teaching Sailors to repair, not replace. It delivered critical maintenance skills that kept ships mission-ready but faced slow expansion and limited integration across commands.

By 2010, Commander, Naval Regional Maintenance Command (CNRMC) assumed management of NAMTS and has since expanded it to 26 JQRs, including submarine specialties. The creation of Afloat Training Activities (NATAs) brought NAMTS aboard ships, expanding opportunities for Sailors to earn Navy Enlisted Classifications (NECs) while underway.

The Present: Readiness at Scale

Today, NAMTS has matured into a **fully networked training ecosystem** spanning more than **60 commands, including 53 afloat units** across the fleet. More than 1**,600 Sailors** are currently enrolled in NAMTS, supported by **Regional NAMTS Coordinators**, Afloat Mentors, and a growing suite of digital tools. NAMTS is now a critical component of fleet readiness, with **over 10,000 Sailors earning nearly 12,000 NECs** since inception. The program's return on investment is measurable:

- **1,203 NECs were awarded in FY25**, including 1,094 from shore-based NTMA, 25 SurgeMain, and 84 afloat NAMTS completions.
- **976 shore Sailors** actively enrolled in FY25, achieving a **96% completion rate within 90 days** for qualifying tasks.
- NAMTS commands reported over **3,300 maintenance sub-tasks performed** in a single month, highlighting the program's operational impact.

These outcomes underscore how NAMTS now functions not just as a training program, but as a readiness multiplier across the fleet.

The Future: From Wrenches to Workforce Analytics

The next era of NAMTS will look dramatically different from its beginnings. The program is transitioning from manual reporting and static instruction to an integrated digital ecosystem—the Sailor Self-Sufficiency Ecosystem (SSES).

SSES combines, Qualification Progress Reports (QPR), and predictive readiness dashboards to automate data collection and visualize fleet-wide skill performance in real time. Once integration is complete, NAMTS will deliver automated ROI metrics showing cost savings, task completion efficiency, and Sailor proficiency across commands.

Emerging technologies are accelerating the transformation. Virtual Reality (VR), Augmented Reality (AR), and Mixed Reality (MR) training tools are being tested to supplement hands-on learning with immersive, repeatable practice environments. NAMTS has already developed over 100 Job Performance Aids (JPAs), interactive maintenance guides available in Moodle, to help Sailor's master complex repairs even without access to live equipment.

These advancements reflect the program's evolution from a training pipeline into a smart readiness network, designed to measure, predict, and enhance fleet sustainment capability.

The Contrast: Then and Now

1996:	2025:
Eight JQRs and one pilot command	26+ JQRs across 60+ shore and afloat units
Paper-based JQR tracking	Fully digital QPR and LMS integration
Manual mentorship only	Hybrid mentorship + virtual performance analytics
Limited visibility of impact	Real-time ROI metrics and readiness forecasting
Isolated learning	Fleetwide collaboration through ODIN and SSES

The Bottom Line

The NAMTS of today is a far cry from its 1996 origins. What started as a grassroots effort to keep ships operational has become a **data-informed, technology-enabled readiness enterprise,** training Sailors faster, smarter, and with greater measurable impact than ever before.

As NAMTS moves into 2026 and beyond, its mission remains unchanged: **to empower Sailors to repair, sustain, and strengthen the fleet from within.** Only now, it's backed by data, driven by innovation, and measured in real-world readiness.

NAMTS by the Numbers

1996
NAMTS ESTABLISHED

8
JOB QUALIFICATION REQUIREMENTS (JQR) AVAILABLE AT PROGRAM START

1998
FIRST COHORT OF 4 NAMTS PUMP REPAIR TECHNICIAN GRADUATES

2
OF THE FIRST GRADUATES, ROB ZIMMERMAN AND RICH OMENGAN, STILL SUPPORT OUR NAVY TODAY

26
JQRS AVAILABLE ACROSS ALL RMCS, IMFS, NSYS, AND AFLOAT

15
YEARS OF NAMTS UNDER CNRMC

1,135
RECORD ANNUAL GRADUATES IN 2020

53
NAMTS AFLOAT TRAINING ACTIVITIES

11,852
NAMTS GRADUATES (AS OF NOVEMBER 30, 2025)

EVERY NAMTS GRADUATE REPRESENTS A BILLET-READY MAINTAINER CAPABLE OF SUSTAINING FLEET SYSTEMS WITHOUT CONTRACTOR DEPENDENCY.

HTTPS://NAMTS.US

NAMTS Shares Program Mission

By NAMTS Public Affairs

The NAMTS Team took several opportunities over the course of the last few months to share information about the program and how we help Sailors learn and grow, in turn strengthening our fleet.

I-Level Leadership Summit 2025 Brings Together Regional Maintenance Leaders

Commander, Navy Regional Maintenance Center (CNRMC) hosted the I-Level Leadership Summit from July 14-17, 2025, at the Ocean Breeze Conference Center in Jacksonville, Florida, convening maintenance leaders from across the fleet to strengthen intermediate-level maintenance capabilities and foster collaboration among regional maintenance centers.

Senior Leadership Engagement

The summit featured robust engagement from CNRMC's senior leadership team. RDML Lannamann, CNRMC Commander, addressed participants to provide strategic guidance and direction for I-Level operations. Mr. Lind, CNRMC Executive Director, and Mr. Marshall, CNRMC Deputy Director, participated virtually to share their vision and priorities for regional maintenance excellence. CAPT Rahming, Southeast Regional Maintenance Center (SERMC) Commanding Officer, delivered the commander's welcome as the host command.

NAMTS Support

The Navy Afloat Maintenance Training Strategy (NAMTS) program highlighted its critical role in developing skilled maintenance personnel across the fleet. NAMTS's contribution to building technical expertise and supporting I-Level training initiatives was emphasized as essential to maintaining fleet readiness.

I-Level Leadership Summit . (Photos by Kevin Bond.)

Comprehensive Regional Participation

All seven regional maintenance centers presented their command status and requirements to CNRMC leadership, including SERMC, Mid-Atlantic Regional Maintenance Center (MARMC), Northwest Regional Maintenance Center (NWRMC), Southwest Regional Maintenance Center (SWRMC), Fleet Readiness Regional Maintenance Center (FDRMC), Japan Regional Maintenance Center (JRMC), and Hawaii Regional Maintenance Center (HRMC). This collaborative approach allowed commanders to identify common challenges and share best practices.

Key Focus Areas

The four-day summit addressed critical maintenance topics including metrics and key performance indicators, Littoral Combat Ship (LCS) maintenance, corrosion control programs, I-Level underway operations, advanced manufacturing capabilities, and the Material Assessment Team (MAT) process. Sessions on I-Level planning and organization provided strategic frameworks for enhancing maintenance effectiveness across the fleet.

The summit concluded with action officer assignments to ensure follow-through on initiatives that will strengthen I-Level maintenance capabilities and support fleet readiness throughout 2025 and beyond.

SNA Waterfront West

The Surface Navy Association (SNA) hosted Waterfront West September 10-11, 2025, pierside in San Diego, bringing together surface warfare leaders, Sailors, and industry partners for two days of professional development and engagement. The event featured senior leadership presentations from VADM Brendan McLane, Commander Naval Surface Forces Pacific Fleet, RADM Derek Trinque, Director of Surface Warfare Division (N96), and RADM Christopher Alexander on unmanned surface vessel capabilities, alongside critical updates on surface requirements, fleet maintenance, training sustainment, and the Leadership Assessment Program. Sail-

Above: Victor Elias speaks with SNA Waterfront West attendees. (Photo by Quinten Taylor.) Right: NAMTS Team members are ready to engage with attendees of the 6th annual SNA Waterfront West.

ors participated in enlisted marketplace sessions with Navy detailers, career mentoring opportunities including vision board workshops, and panels featuring combat leadership insights from USS Spruance's (DDG 111) crew. The symposium also showcased small business innovations, provided networking opportunities with industry exhibitors, and included specialized sessions on Surface Warfare Schools Command updates, reserve component operations, and the Surface and Mine Warfighting Development Center's latest initiatives, reinforcing the Navy's commitment to developing technical expertise and operational excellence across the surface fleet.

MegaRust

MegaRust 2025 convened September 9-11 at the Hampton Roads Convention Center in Hampton, Virginia, bringing together military, industry, and government representatives to address Navy corrosion challenges that significantly impact fleet readiness and total ownership costs. The three-day conference featured senior leadership keynotes from Rear Admiral Kavon Hakimzadeh, Commander of Norfolk Naval Shipyard, and VADM David Lewis (Ret.), President of the American Society of Naval Engineers, alongside critical updates from NAVSEA's Technical Warrant Holder Mark Ingle and technical presentations covering advanced corrosion control technologies, surface preparation innovations, and AI-driven robotics solutions. Attendees participated in specialized working groups including the NSRP SPC Panel, Corrosion Control Knowledge Sharing Network meetings, and a panel discussion on implementation hurdles, while the exhibit hall provided an impartial forum for dialogue between government organizations and commercial providers of coatings, corrosion control products, and emerging technologies. The symposium also offered hands-on experiences through live demonstrations in the convention center parking lot, Corrosion Control Program Manager training for active duty personnel, and interactive sessions like Corrosion Control Jeopardy, addressing corrosion issues across all naval service segments including sea, air, Marine Corps vehicles, and facilities. The NAMTS team shared information about the various Job Qualification Requirements (JQR) in which

Top: L-R: NAMTS team members Lisa Croisette, Andrew Porter, Russ Lincoln, and Grabiela Quinones speak with MegaRust attendees from USS Wasp (LHD 1) and USS Bougainville (LHA 8). (Photo by Kat Ciesielski.)

Executive Director, Navy Regional Maintenance Centers, Eric Lind, center, is flanked by NAMTS team members (L-R) Steven Constantino, Victor Elias, Rizalito Antonio, and Carla Jordan at FMMS. (Photo by Quinten Taylor.)

Sailors can enroll, including the NAMTS Corrosion Control Program Technician JQR.

Fleet Maintenance & Modernization Symposium

The American Society of Naval Engineers returned to the West Coast for the Fleet Maintenance & Modernization Symposium (FMMS) Sept. 23-25, 2025, at the San Diego Convention Center, bringing together the entire naval ship maintenance, modernization and repair community for three days of collaboration and innovation. The symposium featured senior military keynotes from Rear Adm. Daniel L. Lannamann, commander of Navy Regional Maintenance Centers, Rear Adm. Andrew Biehn, director of Surface Ship Maintenance at NAVSEA, and John W.R. Pope III, executive director of Naval Information Warfare Systems Command, alongside four panel discussions addressing acquisition strategies, innovation acceleration, current readiness challenges and future warfighting capabilities with nontraditional solutions. The event provided an open forum for communications between the U.S. Navy, Coast Guard, Marine Corps, Military Sealift Command, industry partners, academia and technical experts to share repair strategies, integrate new technologies, modernize ship systems with proven innovations and leverage small and large business partnerships to accelerate technology transition to the fleet, ensuring all stakeholders with interests in building, repairing, maintaining and operating military vessels could collaborate on solutions facing today's maritime forces. The NAMTS team was on hand to share information about the program and highlight how NAMTS Sailors are making a difference within the fleet.

FMMS exhibitors and attendee L-R: Rizalito Antonio, Quinten Taylor, MCPO Jusup Hansen, Warren Florence, Carla Jordan and Victor Elias. (Photo by Ramir Pulido.)

Navy Sailor's $7K Fix Saves Half a Million Dollars

By Sharon Jones, Afloat NAMTS Coordinator

Hull Technician Third Class (HT3) Kaleb Joseph from Stockton, California, completed a critical repair on the Navy's newest landing craft that saved the Navy $493,000 and avoided weeks of downtime with a one-day repair on the newest Ship-to-Shore Connector.

Modern Landing Craft Needs Quick Fix

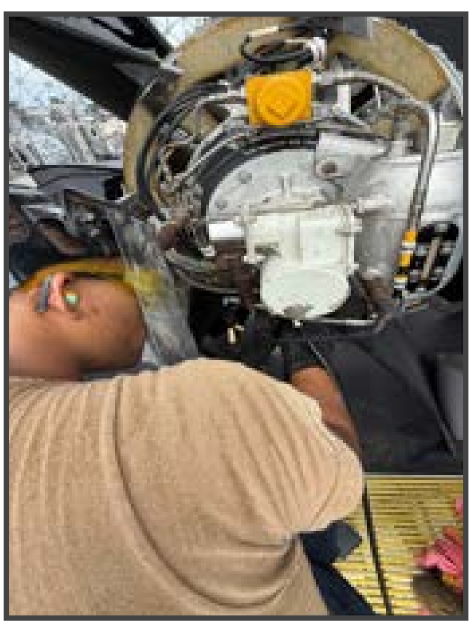
LCAC 103, one of the Navy's fourth-generation Ship-to-Shore Connectors, needed its hydraulic pump system repaired. The small pump has the critical job of keeping fluids clean in the propeller control system; this is crucial for safe operation of the air-cushioned landing craft.

Standard procedure meant sending the craft for depot repair costing over $500,000 and taking weeks to complete.

NAMTS Makes the Difference

HT3 Joseph, enrolled in the Navy Afloat Maintenance Training Strategy (NAMTS) Shipfitter program, handled the repair in-house instead. His Chief Petty Officer HTC Joseph Rudd handpicked him for the solo project.

Following Navy technical manuals, drawings, and safety protocols, HT3 Joseph cleaned piping surfaces, performed precise grinding, cutting, and beveling for proper fit-up and alignment, and prepared everything for welding. All of these steps and modifications were required to install the new low-pressure hydraulic scavenged gear pump. The modification was completed in just one day for $7,000, restoring LCAC 103 to full operational status.



HT3 Kaleb Joseph creating an angled edge also known as beveling. (Photo by HTC (SW) Curtis Rudd.)

HT3 Kaleb Joseph using a pneumatic grinder to conduct a proper piping fit-up. (Photo by HTC (SW) Curtis Rudd.)

Leadership Weighs In

"Although HT3 Joseph has a quiet demeanor, his strong work ethic and 'can-do' spirit positively speak volumes," said HTC Rudd.

"I earned my NAMTS Pipefitter NEC through the NAMTS program in 2017, and it had a tremendous impact on my career. My rating knowledge and advancement scores skyrocketed. I have complete confidence in the NAMTS program it benefits both Sailors and the Navy."

The Numbers Tell the Story

Cost: $7,000 vs. $500,000+ depot repair

Time: One day vs. weeks of downtime

Savings: $493,000 to the Navy

Result: LCAC 103 back to full operations

Why This Matters

The Ship-to-Shore Connector represents the Navy's next generation of landing craft, designed for 30-year service life. HT3 Joseph's work shows how NAMTS-trained Sailors can perform advanced repairs without outside contractors, keeping critical platforms mission-ready while saving taxpayer dollars.

"Since being enrolled in NAMTS, it has opened my eyes to the numerous technical manuals and instructions the Navy has to offer," HT3 Joseph said. "The hands-on job training has helped me recognize on-the-job hazards and understand my command's emergency response procedures."

HT3 Joseph's repair didn't just fix a pump; it proved the value of investing in Sailor development through NAMTS training.

Article & photos by Steven Constantino, Afloat NAMTS Coordinator

MM2 Sir Jonovan Taylor standing next to NR 3 A/C Unit as he prepares for operational test of the new Auxiliary Oil Pump.

Sailor's Expertise Saves Ship $18,000 in Maintenance Costs

A skilled NAMTS Sailor aboard USS Ashland (LSD 48) has demonstrated the value of hands-on training by completing a complex repair that saved thousands of dollars and kept the ship mission ready.

Machinist's Mate Second Class (MM2) Sir Jonovan Taylor, who supervises the ship's Auxiliary Division and specializes in air conditioning and refrigeration systems, recently led the complete replacement of a critical cooling system component during the ship's maintenance period. The Dallas native successfully replaced the No.3 Air Conditioning Unit Auxiliary Oil Pump entirely using the ship's own crew and resources.

The repair showcased the effectiveness of the Navy Afloat Maintenance Training Strategy (NAMTS) program, which was designed to build technical skills and self-reliance among Sailors. Taylor applied knowledge gained through NAMTS throughout the entire process, from diagnosing the problem to testing the final repair.

The successful in-house repair delivered immediate benefits to the Navy. By handling the work internally rather than hiring outside contractors, the ship avoided an estimated $18,000 in costs while preventing potential scheduling delays that could have affected operational readiness.

"NAMTS has played a vital role in developing my Sailors' technical abilities," explained Chief Machinist's Mate (MMC) Surface Warfare (SW) Justin Stanley, who leads the Auxiliary Division. "Through structured training paths, hands-on experience, and focused evaluations, I've seen them grow into confident, capable troubleshooters and repair technicians."

MM2 Taylor is currently pursuing the NAMTS Valve Repair Technician Navy Enlisted Classification (NEC), which provides specialized training in valve repairs, rebuilds, and mechanical systems. His leadership on this air conditioning repair served as practical application of these developing skills.

The repair represents broader success for USS Ashland's maintenance capabilities. The ship recently achieved four NAMTS specialty completions, with additional Sailors working toward similar certifications. This growing expertise creates a more self-sufficient maintenance force that can handle complex repairs without external support.

For MM2 Taylor, NAMTS represents more than just technical training. "I see NAMTS as more than just a program," he said. "It's a way to grow professionally and be recognized for the time, effort, and dedication we put into mastering our craft."

The success aboard USS Ashland illustrates how the Navy's investment in Sailor development creates lasting value through improved capabilities, reduced costs, and enhanced mission readiness. As more crew members develop advanced technical skills, ships become increasingly capable of handling maintenance challenges independently while at sea.

MM2 Sir Jonovan Taylor verifies alignment of the newly installed Auxiliary Oil Pump.

The removed Auxiliary Oil Pump from NR 3 A/C Unit, replaced during recent shipboard maintenance to restore equipment capability.

USS Bataan (LHD 5) Sailor Earns Second NAMTS NEC

By Mike Dengate, East Coast Afloat NAMTS Lead

Machinist's Mate First Class (MM1) Surface Warfare (SW) Timothy Anderson has been serving aboard USS Bataan (LHD 5) since April 2022. When he first reported to the command it was in the General Dynamics/NASSCO shipyard undergoing maintenance.

At that time, Bataan hosted weekly mentorship sessions for Sailors participating in the Navy Afloat Maintenance Training Strategy (NAMTS) program. Although new to the command, MM1 Anderson attended a few sessions and quickly became interested. As a newly assigned Sailor, however, his initial priority was completing shipboard qualifications before enrolling.

Anderson enrolled in NAMTS, he began with the Core Fundamentals course, upon completion of Core Fundamental he wasted no time and enrolled into the Valve Repair Technician skill area Job Qualification Requirement (JQR) and earned his first NAMTS Navy Enlisted Classification (NEC) early in Bataan's 2023–2024 deployment.

Not stopping there, Anderson enrolled in the Heat Exchanger Technician skill area JQR. While the command operated in warm waters it provided frequent hands-on opportunities to complete 300 section line-items in the JQR. His work has included:

- Troubleshooting, cleaning, and hydrostatic testing of heat exchangers
- Acid flushing of two Ship's Service Turbine Generator (SSTG) lube oil coolers
- Replacing leaking gaskets on:
- Three SSTG lube oil coolers
- Two forced draft blower coolers
- Two main feed pump lube oil coolers
- No. 1 SSTG air box cooler
- No. 1 evaporator distillate cooler
- Detailed cleaning and inspections of:
- No. 1 main engine lube oil cooler
- No. 3 auxiliary condenser
- No. 1 main condenser
- Hydrostatic testing of:
- No. 1 DBAC air compressor cooler (no leaks found)
- No. 1 lube oil heater (no leaks found)

This work kept essential systems mission ready while giving Anderson valuable real-world experience in maintaining complex mechanical equipment.

MM1(SW) Timothy Anderson assigned to USS Bataan (LHD 5) from Louisville, Kentucky, receives his certificate of completion for NAMTS Heat Exchanger Repair Technician from Afloat NAMTS Coordinator (ANC) Mike Dengate while MM1 Anderson is attending the Boiler water/Feedwater Supervisor Course at Surface Warfare School Command in Norfolk. This is MM1 Anderson's second earned NEC while aboard Bataan; he is also Bataan's NAMTS Assistant Command JQR Coordinator. (Photo by SWSC Instructor, MMC Brandon Wells.)

"The Navy's NAMTS program, especially the Heat Exchanger NEC, significantly enhanced my hands-on skills and deepened my technical understanding of vital shipboard systems," Anderson said. "This training improved my proficiency in maintenance and repair and strengthened my overall rating knowledge and readiness."

Anderson's dedication did not go unnoticed. He was personally selected by the Chief Engineer to serve as the Assistant Command NAMTS JQR Coordinator, a leadership role that helps guide fellow Sailors through their own NAMTS qualifications.

His story highlights how commitment, skill, and initiative can open new opportunities and how the NAMTS program continues to strengthen both individual Sailors and the fleet.

USS Carney (DDG 64) Enhances Watertight Door Maintenance Capability

Article and photos by Rick Smith, Afloat NAMTS Coordinator

USS Carney (DDG 64) recently faced a serious challenge when several quick-acting watertight door components malfunctioned, putting the ship's watertight integrity and damage control readiness at risk. Thanks to swift action by the crew and the benefits of the Navy Afloat Maintenance Training Strategy (NAMTS), the issue was quickly addressed, keeping the ship mission ready.

A key contributor to this effort was Damage Controlman Second Class (DC2) Surface Warfare (SW) Sabrina McGuiggan, who is currently enrolled in the NAMTS Watertight Closures skill area. Guided by the Southeast Regional Maintenance Center (SERMC) Maintenance Assist Team, she rapidly built her technical expertise in inspecting and repairing watertight doors.

Her training covered critical skills such as identifying door warpage, correcting misaligned components, and completing Machinery Alterations (MACHALTs). One standout accomplishment was her solo installation of MACHALT 444 on 25 watertight doors upgrading components with self-locking nuts, stainless steel bushings, and silicone-grooved gasket materials. This improvement eliminated the need for costly contractor support and saved the Navy significant resources.

In addition, DC2 McGuiggan mastered corrosion control procedures, performed repairs on 40 watertight doors, eight flush scuttles, four MAFO door hinge rebuilds, and two Conrad door assemblies. Her NAMTS studies also enhanced her skills in balancing main-space doors, performing Ballistic Door maintenance, and identifying defects such as gasket wear, paint damage, rust, and binding components.

"Before enrolling in the NAMTS Watertight Door JQR course, my knowledge of performing PMS on doors was quite limited," McGuiggan shared. "This course significantly expanded my understanding, and I enjoyed applying the lesson material to real-world situations around the ship. It gave me renewed confidence and a deeper comprehension of PMS requirements."

DC2(SW) Sabrina McGuiggan measures the degree of straightedge deflection of a watertight door knife edge.

Beyond door maintenance, she has become proficient in teaching structural layout, measurement techniques, and repair manufacturing, producing custom door templates, calculating plate bend allowances, and restoring damaged frames. She is now working toward qualifying as an instructor for Watertight Closure maintenance, aiming to mentor other Damage Control Petty Officers and strengthen leadership within the rating.

DC2(SW) Sabrina McGuiggan verifies the accuracy of watertight door PMS card requirements for determination of knife edge warpage.

"DC2 McGuiggan demonstrates the power of force multiplication by successfully managing both her shipboard responsibilities and NAMTS requirements, even during intensive certification periods. Her success is made possible by CARNEY's onboard NAMTS accessibility, a capability that leadership recognizes must extend to all platforms," shared Carney's Top Snipe, GSCS(SW) Danielle Batts. "The program transforms fleet readiness by eliminating dependency on Fleet Technical Assistance wait times, creating self-sufficient ships capable of sustained warfighting operations."

Every Navy ship faces unique challenges whether from unexpected repairs, manpower shortages, or the shifting demands of global operations. USS Carney continues to meet these challenges head-on, thanks to a dedicated crew committed to excellence. DC2 (SW) Sabrina McGuiggan stands out as a prime example of how NAMTS training empowers Sailors to grow professionally while ensuring the fleet remains ready to respond anywhere, anytime.

DC2(SW) Sabrina McGuiggan measures for any gapped area between installed strings checking for watertight door frame warpage

Sailors Complete Watertight Door Maintenance Training Aboard USS Theodore Roosevelt (CVN 71)

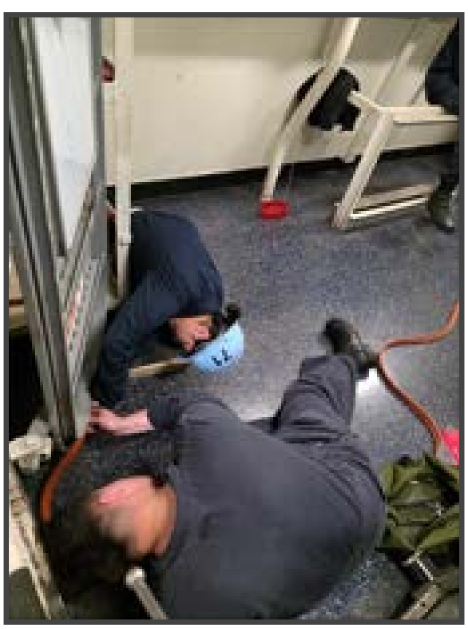
Article and photos by Victor Elias, Afloat NAMTS Coordinator

Aboard nuclear-powered aircraft carrier USS Theodore Roosevelt (CVN 71), a select group of Sailors recently completed a groundbreaking training initiative that enhances fleet readiness while investing in Sailor development. Navy Afloat Maintenance Training Strategy (NAMTS) program, known for offering real-world, hands-on maintenance training, launched an initial course focused on repair and maintenance of Quick Acting Watertight Doors (QAWTD), individual dogging doors, hatches and scuttles.

This training, conducted onboard, reflects the Navy's ongoing effort to develop more proficient Sailors capable of performing critical repairs at sea, minimizing dependency on shipyard availability or external repair facilities. The initiative also allows the ship to maintain operational readiness by empowering ship's force with technical skill sets required for complex maintenance tasks.

Among the first to complete this NAMTS course were Electrician's Mate 3rd Class Rosa Fajardo, Damage Controlman 2nd Class Tyler Dean, and Hull Technician Fireman Jaiden Gray, all from X40 Division. Their successful completion of the course earned them Watertight Closure Maintenance Technician Navy Enlisted Classification (NEC), a designation that certifies their capability to maintain and repair critical shipboard watertight integrity systems.

The training included both classroom instruction and practical application. Sailors were taught how to properly assess, repair and reinstall watertight doors and closures in accordance with Naval Sea Systems Command (NAVSEA) standards. The course emphasized attention to detail, including gasket installation, dogging mechanism repair and proper alignment and test procedures, all essential for ensuring a ship's ability to maintain compartmentalization in the event of flooding or battle damage.



DC2 Tyler Dean and EM3 Rosa Fajardo demonstrate their knowledge and hands-on skills by performing a Quick-Acting Watertight Door (QAWTD) inspection, applying techniques learned during recent training

"This course was not just about learning how to fix a door," said DC2 Dean. "It was about understanding how each part of the watertight system works together to protect the ship and our shipmates. Now that we have earned this NEC, we can help ensure the safety and survivability of the ship while reducing the workload on outside maintenance teams."

NAMTS Afloat Coordinator Ramir Pulido teaches EM3 Rosa Fajardo, DC2 Tyler Dean, and HTFN Jaiden Gray on how to properly inspect a Quick-Acting Watertight Door (QAWTD), emphasizing the importance of system integrity and preventive maintenance in shipboard operations.

HTFN Gray echoed that sentiment. "I feel more confident in my skills now. The hands-on aspect of the training really helped me understand how everything functions. It is good to know that what we learned could make a difference during real-world situations," he shared.

This initial iteration of the program also supports the Navy's broader goals of rating modernization and self-sufficiency. By training and qualifying shipboard personnel to perform intermediate-level repairs underway, NAMTS reduces the burden on shore-based Intermediate Maintenance Activities (IMAs) and regional maintenance centers.

Senior leaders aboard Roosevelt praised the course's early success and expressed interest in expanding it to other divisions and platforms. "This training shows what is possible when we bring education directly to the fleet," said a leading petty officer from X40 Division. "We are not just building better technicians; we are building warfighters who understand and can sustain the ship's critical systems."

The success of this first onboard NAMTS course may pave the way for additional specialty training programs to be implemented across the fleet. With an increasing emphasis on forward-deployed readiness and cost-effective maintenance, training initiatives like these are likely to become a cornerstone of Sailor development in the modern Navy.

As EM3 Rosa Fajardo put it, "This course did not just give us a certificate, it gave us the tools to be more capable, confident and mission-ready Sailors."

USS Abraham Lincoln (CVN 72) Strengthens Fleet Readiness Through NAMTS

By Ramir Pulido, Afloat NAMTS Coordinator

USS Abraham Lincoln (CVN 72) demonstrates how the NAMTS Inside Machinist JQR can thrive aboard an operational aircraft carrier. With motivated Sailors like MRFN Aidan Ray and MR3 Kyle Macawile advancing through their JQR under the mentorship of MRC(SW/AW) Junior Fundoh, the program continues to foster a culture of technical excellence.

A prime example of this commitment is seen with MRFN Ray and MR3 Macawile, who are both actively pursuing the NAMTS Inside Machinist NEC. During underway periods, these Sailors gain invaluable experience by applying classroom knowledge to real-world conditions, working on live equipment that directly impacts ship operations. The NAMTS Inside Machinist JQR focuses on developing core machinery repair skills, including precision measuring, machine tool operations, thread cutting, bearing and shaft repair, and other essential inside shop functions.

Guiding their progress is the Command NAMTS JQR Coordinator, MRC(SW/AW) Junior Fundoh, who also serves as the skill area coordinator for the NAMTS Inside Machinist JQR. His mentorship ensures they are properly trained, evaluated, and advanced through each Inside Machine JQR task. By overseeing their practical application of skills such as lathe operations, milling, and critical alignment procedures, MRC Fundoh ensures that both Sailors not only achieve JQR completion but also gain confidence and proficiency as machinery repairmen.

This focused development equips them to provide immediate, reliable maintenance support and strengthens overall command self-sufficiency. Through structured mentorship, meaningful hands-on experience, and exposure to real-time shipboard demands, NAMTS enrollees gain the competence required to maintain and repair vital systems in any operational setting. Whether at sea or pierside, the program ensures Sailors are fully prepared to meet the challenges of sustaining fleet readiness.

USS Abraham Lincoln continues to strengthen the Navy Afloat Maintenance Training Strategy by providing its Sailors with valuable hands-on training opportunities while underway. NAMTS enhances Sailor proficiency by combining on-the-job training with real-time operational requirements, preparing them to perform critical maintenance tasks that directly contribute to ship readiness and fleet mission success. Aboard Abraham Lincoln, NAMTS enrollees are not only meeting program standards but are excelling through dedicated mentorship and practical application at sea.

Integration of Inside Machine JQR training into daily shipboard operations highlights NAMTS' alignment with the Navy's goal of cultivating highly skilled technical experts. By sharpening the skills of its Sailors through hands-on training and mentorship, NAMTS directly enhances the maintenance capabilities of Abraham Lincoln and strengthens the Navy's ability to project power worldwide.

250820-N-XM644-1016 NORTH PACIFIC OCEAN (Aug. 20, 2025) Machinery Repairman Fireman Aidan Ray, from Buffalo, N.Y., measures a monel seat ring on a lathe aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) during exercise Northern Edge 2025 (NE25). NE25 is an exercise, led by U.S. Indo-Pacific Command, that serves as a platform for joint, multi-domain operations to deliver high-end, realistic warfighter training, strengthen joint interoperability, and sharpen the air and sea-based combat readiness of U.S. and participating forces. (U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Hannah Tross)

EN2 Luis Rodriguez: From NAMTS Student to Fleet Mentor

By Victor Elias, Afloat NAMTS Coordinator

Navy Afloat Maintenance Training Strategy (NAMTS) equips Sailors with advanced skills to keep the fleet mission-ready worldwide; Engineman 2nd Class (EN2) Luis Rodriguez exemplifies this impact. After earning the Watertight Closure Maintenance Technician 835A Navy Enlisted Classification (NEC) at Southwest Regional Maintenance Center (SWRMC), EN2 Rodriguez brought his expertise aboard USS Portland (LPD 27), where he performs essential maintenance and plays a critical role in developing the next generation of Navy professionals.

From Student to Fleet Mentor: A NAMTS Success Story

At SWRMC, EN2 Rodriguez immersed himself in NAMTS curriculum, specializing in the intricate details of watertight closures. His training focused on inspection, disassembly, repair and reassembly of critical shipboard systems, everything from watertight doors to hatches and scuttles. The hands-on experience provided Rodriguez with the confidence and competence to tackle complex repairs at sea. His training covered key technical tasks, including:

- Knife-edge inspections
- Gasket replacements
- Hinge alignments

[Each of these procedures follows the stringent guidelines of Naval Ships' Technical Manual (NSTM) 600, ensuring repairs meet the Navy's highest standards.]

Now, as a vital member of USS Portland's crew, Rodriguez is instrumental in maintaining the ship's watertight integrity, a factor that's crucial for both damage control and mission success. His expertise means the ship is always ready to meet unexpected challenges at sea.

Passing It On: Mentorship in Action—NAMTS Multiplies Its Impact

Rodriguez's impact now reaches far beyond his own technical accomplishments. Today, he mentors Quartermasters 2nd Class (QM2) Mary Moreno and Elesse Hoover, guiding them through the demanding NAMTS qualification process. Both Sailors, assigned to Engineering Repair Division ER09, are cross-training in structural maintenance, demonstrating NAMTS philosophy of empowering Sailors to broaden their expertise and take on new challenges.

Currently, QM2s Moreno and Hoover are gaining hands-on experience as they:

- Inspect quick-acting watertight doors
- Replace degraded gaskets
- Ensure proper alignment of dogging mechanisms

While in port and in a cold iron plant, EN2 Luis Rodriguez mentors QM2 Elesse Hoover and QM2 Mary Moreno on the proper procedure for inspecting a gasket on a Quick-Acting Watertight Door (QAWTD), reinforcing technical proficiency and attention to detail in shipboard maintenance. (Photo by DC1 Joel Aguirre.)

These maintenance duties, once reserved for specialized technicians, are now being handled by ship's force thanks to NAMTS training, reducing reliance on shore-based repair facilities and keeping the ship at sea and on mission.

Sustaining a Culture of Excellence—NAMTS Legacy

With Rodriguez leading by example, ER09 Division aboard Portland has become a hub of NAMTS-driven growth and professionalism. His transformation from student to mentor shows how the program builds technical ownership, leadership and pride in every division it touches.

As Moreno and Hoover progress under Rodriguez's guidance, they're preparing to become mentors, ensuring the cycle of excellence continues and that the Navy's culture of learning and leadership remains strong.

"NAMTS doesn't just train Sailors to turn wrenches; it builds a foundation for leadership, self-reliance and mission readiness," remarked a senior supervisor aboard Portland, capturing the essence of the program's enduring value.

Charting Navy's Future Through NAMTS

By equipping Sailors like EN2 Rodriguez with advanced skills and NECs such as 835A, NAMTS empowers the Navy to meet tomorrow's challenges head-on. The program's results speak for themselves as Sailors are able to:

- Maintain readiness while underway
- Reduce repair backlogs and costs

(Continued on page 27)

EN2 Rodriguez mentors QM2 Elesse Hoover during routine maintenance aboard a U.S. Navy vessel, ensuring operational readiness and reinforcing hands-on technical training. (Photo by QM2 Mary Moreno.)

- Foster professional development and retention
- Build a more self-sufficient fleet

"Completing NAMTS training gave me more than just technical skills; it gave me the confidence to lead and the ability to directly impact my ship's readiness. Now I get to pay that forward by mentoring others, which strengthens the team and the fleet as a whole," shared Rodriguez.

QM2 Hoover explains the proper procedures for inspecting the connecting rod (conrod) on a Quick-Acting Watertight Door (QAWTD), demonstrating technical knowledge and attention to detail during routine maintenance operations. (Photo by QM2 Mary Moreno.)

https://navalsafetycommand.navy.mil/

USS Gerald R. Ford (CVN 78) Emphasizes Self-Reliance Through Expanded NAMTS Program

By Brian Epling, Afloat NAMTS Coordinator

Leadership Drives Cultural Change

Under the ship's leadership and Command NAMTS Job Qualification Requirements (JQR) Coordinator Hull Maintenance Technician Chief Petty Officer (HTC) Surface Warfare/Air Warfare (SW/AW) Joshua Maza, the ship has reinvigorated its Sailor development program. Crew members are being encouraged to take ownership of maintenance work while building skills that improve readiness.

"I look forward to working with the crew and improving the program," Maza said.

Senior Leaders Set Example

Several of the carrier's senior enlisted leaders are setting the tone by leading through example. Four Chief Petty Officers and five First Class Petty Officers have enrolled in NAMTS programs, with half of the new senior enrollees working toward a second NAMTS Navy Enlisted Classification (NEC).

Their proactive approach is boosting technical expertise while promoting a culture of continuous professional development aboard the ship.

Critical Repairs Demonstrate Program Value

The program's real-world impact was evident when Electrician's Mate Chief Petty Officer (EMC) Surface Warfare (SW) Alyssa Magat applied her NAMTS training to troubleshoot and repair the ship's No. 7 air conditioning plant following a Class C fire. The vital system primarily feeds the island and damage control central.

Magat's team replaced critical components including the N302 Electronic Overload Relay, Main Contactor, Load Center Breaker and Rating Plug, restoring full functionality to the essential cooling system and saving the Navy approximately $167k.

EMC Magat completed her NAMTS Outside Electrical Repair certification before the ship's current deployment, allowing her to use her newly acquired expertise to train other crew members throughout the deployment's duration.

"Nothing's better than the opportunity to get free education and free certificates, especially when you're in the Navy," Magat said. "Not only does it improve your technical knowledge and hands-on experience, a lot of the NAMTS program translates to a variety of civilian jobs, making it easier to transition out of the Navy. It's literally an investment in yourself, for your future."

Her role exemplifies the program's broader goal of having senior personnel gain expertise and then pass it on to develop the entire crew's capabilities.

EMC (SW/AW) Alyssa Magat receives her NAMTS Outside Electrical Repair Technician NEC from the Commanding Officer of USS Gerald R Ford , Capt. David Skarosi, while underway. (Photo by MC3 Gladjimi Balisage.)

Fleet-Wide Impact

Increased NAMTS participation aboard Gerald R. Ford reflects the Navy's broader push to enhance maintenance capabilities across the fleet. The ship's approach is already making an impact by improving performance, fostering professional growth and inspiring others to follow suit.

As the carrier continues its deployment, its commitment to self-reliance and technical training is setting a standard for operational readiness both onboard and throughout the Navy.

NAMTS-Trained Sailor Keeps USS Somerset Mission-Ready Through Critical Repair

By Ramir Pulido, Afloat NAMTS Coordinator

On June 18, 2025, EM1(SW/AW) Solomon Goodwin, a Navy Afloat Maintenance Training Strategy (NAMTS)-qualified electrician and skill area coordinator for Inside and Outside Electrical disciplines aboard USS Somerset (LPD 25), diagnosed and repaired the No. 1 Low Pressure Air Compressor (LPAC) magnetic motor contactor. With the No. 3 LPAC already down awaiting parts, the repair prevented loss of essential low-pressure air and maintained Somerset's operational capabilities at sea.

Low Pressure Air Compressors supply air for combat systems, medical equipment, pneumatic tools, auxiliary equipment, and stern tube cooling systems. With one LPAC already offline, the failure of the No. 1 unit threatened to compromise multiple critical ship systems.

EM1 Goodwin quickly diagnosed the problem: the magnetic motor contactor of the No. 1 LPAC, a crucial component for running the motor that powers the compressor, needed replacement. Demonstrating the resourcefulness expected from the Navy's top technicians, he coordinated with USS Green Bay (LPD 20) to obtain the necessary part and installed it in Auxiliary Room No. 2, situated deep within the ship's engineering spaces.

The repair demanded technical precision, situational awareness and the ability to work under pressure; these are all skills EM1 Goodwin honed through hands-on NAMTS training. After carefully completing the installation and conducting thorough safety and functionality checks, the No. 1 LPAC roared back to life, supplying low-pressure air throughout the ship. Combat systems, medical facilities and auxiliary operations continued without interruption, allowing Somerset to maintain full mission readiness while at sea.

"The hands-on experience from NAMTS ensures we can keep the ship ready to fight," said EM1 Goodwin. His technical expertise and NAMTS training enabled USS Somerset to avoid shore-based support delays, demonstrating the program's value in enhancing fleet self-sufficiency and operational effectiveness.

EM1(SW/AW) Solomon Goodwin installing the magnetic contactor for No. 1 LPAC Compressor. (Photo by EMC Ashley Green.)

Strength Through Skill: NAMTS Sailors Sustain Readiness While Deployed

By Ramir Pulido, Afloat NAMTS Coordinator

While forward deployed to Japan, USS San Diego (LPD 22) Sailors are maintaining critical shipboard systems and advancing their technical expertise through the Navy Afloat Maintenance Training Strategy (NAMTS) program.

MM2 Spencer Cerlan, enrolled in the NAMTS Pump Repair Technician qualification, became San Diego's first NAMTS graduate after completing the NAMTS Valve Repair Technician Job Qualification Requirements (JQR). He continues his hands-on work ensuring the reliability of pumping systems that support fuel transfers and firefighting capabilities.

HT1 Andre Green, HT2 Ivan Garcia, HT3 Justice Owens, and HTFN Uriah Sievers are engaged in the NAMTS Shipfitter JQR, performing structural repairs, hull maintenance, and fabrication. Their welding and metalwork maintain the ship's structural integrity and combat readiness.

BM2 Mohamed Bangoura and BMC Tevin Jack are enrolled in the NAMTS Rigger/Weight Tester JQR, ensuring safe handling of heavy equipment and proper lifting procedures during critical deck evolutions.

HTC Audon Ariasmartinez serves as Command NAMTS JQR Coordinator, mentoring each Sailor and documenting maintenance work performed.

The NAMTS program provides Sailors with critical maintenance skills while reducing reliance on external support—essential for forward-deployed units. By combining formal training with shipboard experience, these Sailors boost operational availability and reduce maintenance backlogs, directly impacting the ship's readiness across the Indo-Pacific region.

USS Somerset (LPD 25) Sailors Advance Skills Through Comprehensive Diesel Engine Inspection

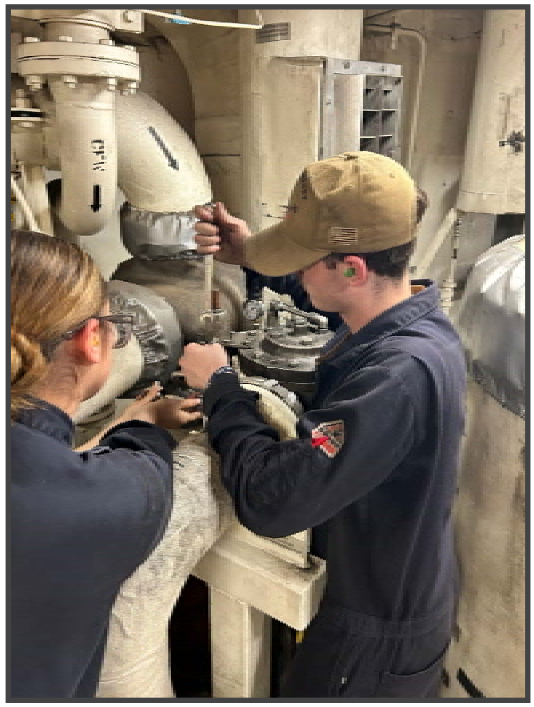
Articles & photos by Ramir Pulido, Afloat NAMTS Coordinator

The Sailors: USS Somerset's (LPD 25) Engineering Department crew recently demonstrated exceptional technical expertise and commitment to operational readiness during a comprehensive diesel engine inspection. The team was led by ENCS Harvey Macadaan, the ship's diesel inspector, with mentorship provided by diesel inspectors and qualified NAMTS Diesel Engine personnel ENC Chauncey Ang and EN1 Trevor Laske.

The inspection proved particularly significant for junior Sailors enrolled in the NAMTS Diesel Engine JQR. EN2 Taylor Diaz, EN2 Timothy Elisara, and EN2 Kody Marquez successfully completed their NAMTS Diesel Engine JQR through their participation in this inspection, demonstrating proficiency in all required tasks and earning formal qualification. Notably, EN2 Taylor Diaz was recently advanced to EN1, reflecting her technical expertise, leadership, and dedication to the mission and her fellow Sailors.

The Work: The inspection began with a thorough pre-inspection briefing where the Engineering Department chain of command outlined goals, safety protocols, and step-by-step procedures. The team reviewed technical manuals, system schematics, and past maintenance records to identify potential areas of concern, reinforcing the importance of detailed planning and knowledge sharing.

Each component was meticulously examined for signs of wear, corrosion, or malfunction using advanced diagnostic tools such as borescopes and ultrasonic testing equipment. These high-precision assessments allowed the team to identify potential issues that might otherwise go unnoticed. The team coordinated closely throughout the process, conducting regular progress updates and problem-solving discussions to ensure tasks were completed sequentially without overlooking critical steps.



ENFN Aden Barnett and EN1 Taylor Diaz installing pressure sensor gauges to the Diesel Engine Lube Oil Regulating Valve.

ENFN Aden Barnett and EN1 Taylor Diaz installing pressure sensor gauges to the Diesel Engine Lube Oil Regulating Valve.

Upon completion, the crew conducted a comprehensive post-inspection review, documenting findings, updating maintenance records, and sharing lessons learned to ensure all issues were addressed and future maintenance protocols could be refined.

Benefits to the Fleet: This comprehensive maintenance initiative delivered multiple benefits to the fleet. The inspection ensured the continued efficiency of USS Somerset's propulsion system and the ship's readiness for future missions. Beyond immediate operational benefits, the inspection served as a valuable hands-on learning experience that enhanced the crew's technical skills and operational confidence.

The project created a collaborative learning environment where experienced diesel inspectors mentored junior Sailors, explaining component functions and guiding them through intricate procedures. This approach successfully qualified three Sailors in NAMTS Diesel Engine operations, directly strengthening the Engineering Department's capabilities and developing the Navy's next generation of engineering experts.

The initiative exemplifies how routine maintenance tasks can be leveraged as opportunities for professional growth and team development, ensuring both immediate ship readiness and long-term fleet capability through skilled personnel development.

USS Stethem (DDG 63) NAMTS Team Completes Critical Engine Room Maintenance

By Ramir Pulido, Afloat NAMTS Coordinator

In USS Stethem's Main Engine Room No. 1, a dedicated team of gas turbine systems technicians recently completed a complex maintenance operation involving removal and replacement of Main Reduction Gear (MRG) No. 1 Lube Oil Cooler and No. 1B Lube Oil Service Pump. Leading the effort was GSM1 Rafael Acevedo, enrolled in the Navy Afloat Maintenance Training Strategy (NAMTS) Hydraulic Repair Technician Job Qualification Requirements (JQR). His leadership and technical expertise were crucial for the successful coordination of the operation, ensuring safety and efficiency while lifting and maneuvering the heavy lube oil cooler in the tight engine room. Supporting this evolution were several key team members. GSM3 Axcel Palacios, a NAMTS Pump Repair Technician enrollee, worked closely with GSM2 Alexis Villareal, also enrolled in the NAMTS Pump Repair program, to disconnect and prepare No. 1B Lube Oil Service Pump for removal and installation. GSM3 Austin Delangel, enrolled in the NAMTS Heat Exchanger Repair Technician JQR, played a significant role in removal and handling of MRG No. 1 Lube Oil Cooler, assisting with inspecting the tube bundle and preparing it for maintenance checks. GSM2 Joe Rodriguez provided essential support by assisting with the operation and monitoring of the two MRG lube oil flushes, ensuring system cleanliness and proper functioning following the equipment installation. Additional support came from GSM3 Leslie Cross and GSMFA Joshua Gibson, who worked as part of the rigging, assistance and safety team, ensuring that heavy components were secured correctly, lifted and maneuvered with precision.

Front row: Command NAMTS JQR Coordinator EMC (SW/AW) Patrick Dougherty, GSM2 (SW) Alexis Villarreal, GSM2 (SW) Joe Rodriguez, GSM3 Austin Delangel. Back Row: GSM1 (SW) Rafael Acevedo, GSMFN Joshua Gibson. (Not pictured are GSM3 Axel Palacios and GSM3 Leslie Cross.) (Photo by LT Erinn Chang.)

This critical task required intricate procedures such as disconnecting, lifting and maneuvering heavy equipment within the confined space of the engine room. The team's expertise in pump repair ensured that the new unit would be installed properly, restoring essential lube oil flow to the MRG. Their attention to detail and teamwork were critical in preventing damage to equipment and surrounding systems in the confined engine room space, highlighting the team's technical skills, teamwork and commitment to the Engineering Department.

MRG One Lube Oil Cooler being carefully rigged for removal by MER One personnel during critical maintenance evolution. (Photo by LT Erinn Chang.)

The successful completion of this maintenance evolution demonstrates the effectiveness of the NAMTS program and represents a significant contribution to USS Stethem's mission readiness. By engaging in hands-on, on-the-job training, Sailors not only completed essential shipboard repairs but also progressed toward achieving NAMTS qualifications that enhance both personal readiness and the ship's self-sufficiency. These efforts directly support USS Stethem's mission readiness, ensuring that the engineering plant remains fully operational for any tasks at sea. The replacement of MRG No. 1 Lube Oil Cooler and No. 1B Lube Oil Service Pump showcases the skill, determination and professionalism of USS Stethem's engineering team and demonstrates the value of NAMTS training in developing technical expertise at sea. With Sailors like GSM1 Acevedo, GSM3 Palacios, GSM3 Delangel, GSM2 Villareal, GSM2 Rodriguez, GSM3 Cross and GSMFA Gibson leading the way, the ship continues to maintain the readiness needed to execute its mission.

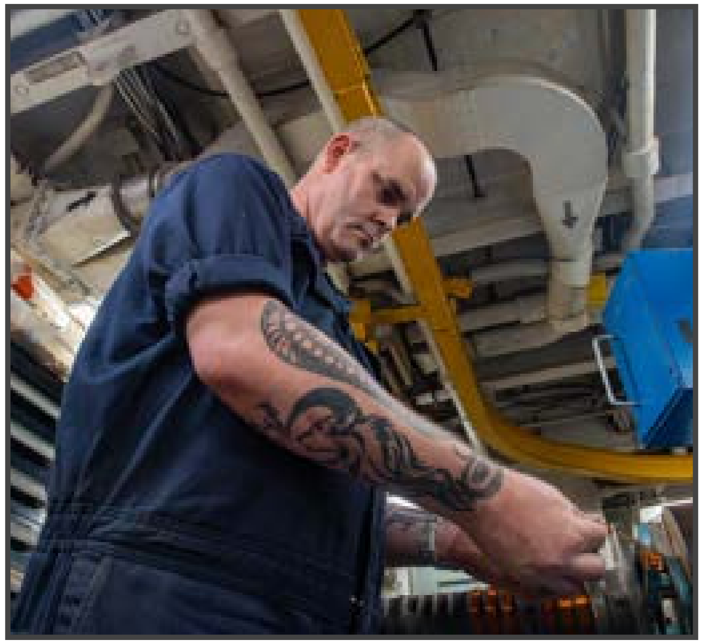
USS Carl Vinson (CVN 70) Sailors Complete NAMTS Electrical JQRs During Deployment

By Ramir Pulido, Afloat NAMTS Coordinator

Aboard USS Carl Vinson (CVN 70), two Sailors have achieved their Navy Afloat Maintenance Training Strategy Inside and Outside Electrical Job Qualification Requirements during a demanding operational deployment. EM1 (SW/AW) Kristopher Grinston and EM2 (SW/AW) Breanne Ballard's accomplishments demonstrate the ability of motivated Sailors to balance high operational tempo with rigorous professional training and shipboard maintenance responsibilities. Completing a NAMTS JQR during deployment, when every day presents operational challenges, reflects extraordinary dedication. Balancing NAMTS training with operational requirements required exceptional time management and teamwork. Both Sailors devoted off-watch hours to studying technical manuals, completing practical demonstrations and seeking mentorship from qualified personnel. They consistently leveraged their daily maintenance and repair tasks as real-world training opportunities.

During the ship's deployment, EM1 (SW/AW) Grinston and EM2 (SW/AW) Ballard maintained USS Carl Vinson's operational readiness as members of the Electrical Division. Their responsibilities included ensuring that the ship's electrical distribution systems, lighting, power generation and auxiliary support equipment functioned during extended underway periods. In addition to studying technical manuals, completing required signatures and mastering complex maintenance procedures for their JQRs, they simultaneously troubleshooted real-world electrical issues and supported critical shipboard repairs. For EM1 (SW/AW) Grinston, this required demonstrated mastery of electrical fundamentals, motor repairs, troubleshooting controllers and reconditioning of generators and AC motors. He qualified in advanced processes including motor disassembly and bearing replacement, electrical/electronic safety procedures, vibration and sound analysis and operational testing of repaired equipment. These skills directly supported the ship's ability to maintain and restore switchboards, motor controllers and internal power systems. EM2 (SW/AW) Ballard's completion of Outside Electrical JQR highlights her proficiency in maintaining and repairing shipboard external and topside systems. Her qualification path included cableway inspections and repairs, power distribution and regulation, bus transfer devices, voltage regulation and control, degaussing systems and visual landing aids. She also gained proficiency in troubleshooting and repairing AC controllers, 400 Hz frequency equipment, aircraft servicing stations and critical flight deck lighting systems. These skills directly contributed to maintaining safe aircraft operations, reliable topside power and support of mission-essential deck equipment.

Their achievements enhance their careers and significantly strengthen USS Carl Vinson's operational capability. By completing their respective NAMTS JQRs, EM1 (SW/AW) Grinston and EM2 (SW/AW) Ballard are now qualified to perform complex electrical maintenance tasks, ensuring that the ship can remain mission capable while deployed. Their qualifications directly contribute to the ship's ability to conduct self-sustaining repairs, reducing reliance on shore-based support and enhancing operational independence. The NAMTS program is designed to enhance Sailors' technical skills through hands-on maintenance experience, preparing them to support the Navy's afloat maintenance and repair requirements. EM1 (SW/AW) Grinston and EM2 (SW/AW) Ballard's success reflects their technical proficiency, personal growth and resilience. Their commitment to professional growth during deployment demonstrates how Sailors continue to uphold the Navy's standard of technical excellence and mission readiness under challenging circumstances.



241217-N-GC571-2160 PHILIPPINE SEA – Electrician's Mate 1st Class Marcus Donahoe, of Circle Pines, Minn., fabricates coil windings for a rotor aboard the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70), Dec. 17, 2024. (U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Pablo Chavez)

NAMTS Hosts Mentorship for SurgeMain Reservists

By Russ Lincoln, Afloat NAMTS Team Lead

The Navy Afloat Maintenance Training Strategy (NAMTS) team successfully concluded a two-week intensive training session for SurgeMain Sailors from July 14-25, 2025, establishing qualified signers across four critical skill areas essential to fleet operations.

Seven SurgeMain Sailors participated in the comprehensive program covering Outside Electrical, Valve Repair, Pump Repair, and Shipfitter disciplines. The training achieved a 54% average Job Qualification Requirement (JQR) completion rate, with all participants completing 100 and 200-level requirements and several advancing to 300-level qualifications.

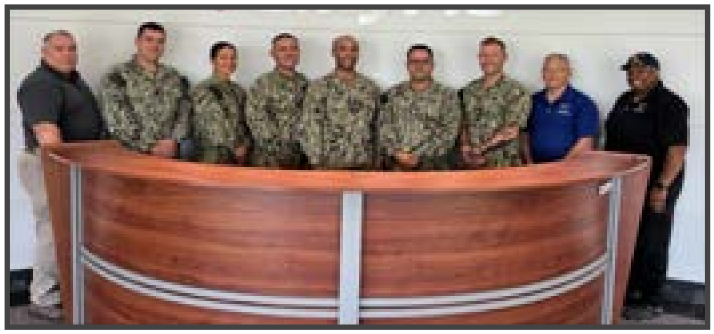
"The purpose of this training was to establish qualified signers for four different NAMTS skill areas," said program officials. The sessions covered all 100, 200, and when possible, 300 sections of the skill area JQRs.

Key personnel from multiple Regional Maintenance Centers participated, including representatives from SERMC Great Lakes, PSNS Kitsap, MARMC Richmond, SERMC Orlando, and MARMC Madison facilities. The NAMTS team was led by instructors Felicia Reid, Sharon Jones, Mike Dengate, and Russell Lincoln.

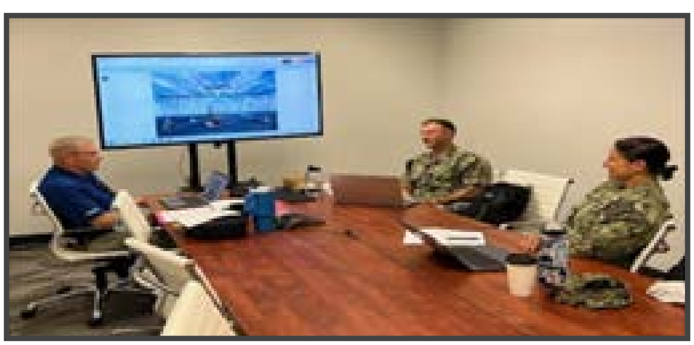
Participants praised the program's comprehensive approach and quality resources. One trainee noted, "The resources provided were top-notch. From NSTMs to videos and pamphlets, I was given everything I needed to not only succeed in the course, but to continue building my knowledge long after it's over."

Another participant highlighted the practical training methodology: "Really enjoyed the qualifiers training you provided us. Your sea stories add an enhancing element to the highly technical material. It should be an effective approach to have the qualifiers at the unit levels, so that the actual AT time onsite at the RMC can be optimized for 300-level qualifying."

The program achieved several key milestones, including completion of all 100 and 200-level line items, partial completion of 300-level requirements, and training in mentor session techniques and NAMTS database recording procedures.



Russell Lincoln, MMC Michael Mahoney; EN1(SW) Veronica Cerna; GSEC(SW) Ricarte Arnold; GSEC David Dismuke; GSE1(SW) Juan Diaz; BMC(SS/SG) Brent Meyer; Michael Dengate; Sharon Jones. (Photo by Kat Ciesielski.)



Michael Dengate; BMC(SG) Brent Meyer; EN1(SW) Veronica Cerna. (Photo by Kat Ciesielski.)

"I just want to take a moment to sincerely thank the entire team," shared MMC Michael Mahoney. "Sharon, Mike, and Russ - you all went above and beyond to make us feel welcomed and valued. It felt like we were stepping into a space where people genuinely care about the mission, the fleet, and the growth of others."

GSEC David Dismukes shared that the event was "top-tier qualifier training that addresses critical challenges arising in the advancement of qualifications" and noted it "serves as a solid model for Training Coordinators to emulate."

The successful completion of this training program enhances the Navy's maintenance capabilities by establishing qualified personnel across essential technical disciplines at the unit level, optimizing future Regional Maintenance Center operations.

Participating Personnel:

- GSEC Ricarte Arnold - SERMC Great Lakes
- EN1 Veronica Cerna - SurgeMain PSNS Kitsap
- GSE1 Juan Diaz - MARMC Richmond
- MMC Michael Mahoney - SERMC Orlando
- HTC Ryan Tabaka - MARMC Madison
- BMC Brent Myer - MARMC Madison
- GSEC David Dismukes - MARMC Akron

MMC Michael Mahoney and GSE1 (SW) Juan Diaz conducting pump shaft and impeller inspection at Mid-Atlantic Regional Maintenance Center on July 24. (Photo by HTC Ryan Tabaka.)

Industrial Plant Equipment Projects

By Albert "AL" Johnson, Industrial Plant Equipment Manager, C920

Dive Support Vehicle Enhances Rapid-Response Capabilities for Underwater Maintenance Teams

Forward Deployed Regional Maintenance Center (FDRMC) Bahrain has received a new Dive Support Vehicle (DVS), a mobile command center designed to transform rapid-response operations for underwater ship husbandry teams.

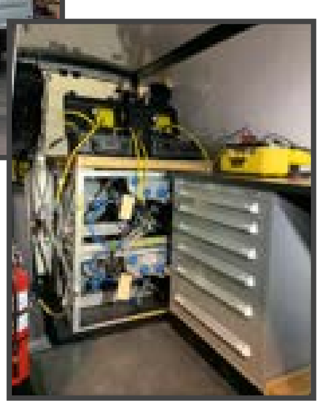
The purpose-built DSV supports short and long-term Underwater Ship Husbandry (UWSH) operations at locations ranging from continental U.S. waterfronts to deployed pier-side facilities worldwide. The vehicle ensures dive teams arrive mission-ready for night operations, adverse weather conditions and time-critical repairs on forward-deployed ships.

The panel-van style vehicle features dedicated storage for dive helmets, U.S. Navy gear and job-specific equipment. Auxiliary lighting illuminates work areas during nighttime or low-visibility operations, while a conditioned workspace supports dive control, project planning, communications and operational coordination. An integrated layout keeps essential equipment organized for rapid deployment.

For FDRMC Bahrain, which supports dive missions across the 6th Fleet area of responsibility, the DSV addresses operational challenges posed by intense timelines and deployments to multiple locations with minimal notice. The vehicle enables faster response times and more efficient operations than previously possible.

The upgrade delivers significant logistical and financial benefits. Previously, the Bahrain dive shop relied on borrowed motor-pool pickup trucks that were not designed to transport sensitive diving equipment or withstand harsh maritime environments. The DSV provides a safer, more robust platform while promising improved fuel efficiency and reduced maintenance costs.

Supporting intermediate- and depot-level maintenance, as well as voyage repair planning and execution for ships across the 6th Fleet, FDRMC Bahrain now has a deployable asset that strengthens both readiness and resilience.



Forward Deployed Regional Maintenance Center (FDRMC) Bahrain's new Dive Support Vehicle (DSV) and a shot of some of the equipment that can be found inside. (Photos by NDCM (MDV) Cletus Parsons.)

Fluidized Bed Coating System to Boost Fleet Preservation and Reduce Corrosion

Mid-Atlantic Regional Maintenance Center (MARMC) continues to expand and upgrade its capability to address shipboard corrosion issues. Through a close partnership with Automatic Coating Limited (ACL), MARMC has procured and is in the process of installing and certifying for use, ACL's patented Generation 3, Tidal Coat fluidized bed machine. This effort directly supports the Navy's new corporate level approach to corrosion control by better leveraging proven corrosion control technologies as discussed at the 2025 MegaRust Conference (see page 19).

MARMC's new capability, Tidal Coat fluidized bed powder coating, is a polymer powder coating system applied using the fluidized bed machine to completely encapsulate the component being treated. Tidal Coat fluidized bed powder coating has been approved by NAVSEA and has been used on large air intake plenums on the DDG 51 class ships as well as some water tight doors for many years. MARMCs initiative will expand the application and use of this coating technology to allow ships to use the regional maintenance center to easily coat smaller components such as watertight doors, hatches, scuttles and other fixtures as outlined in the NAVSEA standard item for coatings.

Traditional electrostatic powder coating methods have left critical components vulnerable to crevice corrosion, leading to premature deterioration and costly replacements. Existing powder coatings offer only a three-year service life, requiring constant maintenance on the 20,000 watertight fixtures installed on Mid-Atlantic based ships.

The dual-immersion fluidized bed process delivers a uniform, fully encapsulated coating that reaches deep into seal channels and angled gasket groove areas previously prone to hidden corrosion. The result is a more durable barrier that dramatically increases coating longevity while enhancing quality and throughput.

The system extends the service life of watertight fixtures from 3 years with liquid or traditional electrostatic powder coating to 9 to 15 years utilizing fluidized bed coating, reducing the need for frequent recoating and saving both time and money. This new capability positions MARMC to achieve its long-term goal of recoating every watertight fixture with the NAVSEA Standard Item 009-032 specified fluidized bed process over the next three to five years, to achieve an extended life cycle and ensuring ships remain mission-ready and structurally secure.

Mid-Atlantic Regional Maintenance Center's (MARMC) recently installed Automatic Coating Limited (ACL) Generation 3 Tidal Coat Fluidized Bed Machine. MARMC's unit is the second one procured for the fleet; Southwest Regional Maintenance Center was the first to implement the Generation 1 technology in 2018. (Photo by Al Johnson.)

By Warren “Flo” Florence, Industrial Plant Equipment team

SWRMC LASERTEC 65 *DED hybrid*

In an era of rapidly evolving maintenance technologies, the U.S. Navy’s ship-repair and fleet-sustainment capabilities must keep pace. One technological enabler is the LASERTEC 65 DED hybrid machine developed by DMG MORI, which integrates additive and subtractive manufacturing within a single 5-axis machining center. At the same time, the Navy’s NAMTS program supports Sailors and civilian craftsmen in gaining advanced skills in intermediate-level maintenance and shop production to sustain fleet readiness. Southwest Regional Maintenance Center (SWRMC) will utilize the LASERTEC 65 and establish how it ties into NAMTS training, and how Sailors and civilians will benefit the fleet.

Machine Capabilities and Operational Use at SWRMC

The LASERTEC 65 DED hybrid is a true hybrid solution, combining directed energy deposition (DED) additive manufacturing and 5-axis computer numerical control (CNC) subtractive machining within the same machine tool. For example, the machine offers axis travels of X 735 mm, Y 650 mm, and Z 560 mm, with workpiece weight capacity up to 600 kg. This makes it capable of machining new parts as well as repairing damaged components via metal build-up followed by finishing operations, which is exactly aligned with the demands of naval intermediate maintenance. The machine’s capability to switch in one clamping from additive build to machining finishing streamlines repair workflows, which reduces downtime and increases efficiency. At SWRMC, the machine will support turning operations, three-axis, and five-axis continuous machining, as well as machine repair of damaged parts and manufacture of new components. This aligns with SWRMC’s mission of supporting the fleet by enabling organic production of critical spares, reducing reliance on external vendors.

Benefit to Sailors, Civilians, and the Fleet

Sailors and civilian shipyard workers will use the LASERTEC 65 to produce parts that directly benefit fleet readiness. By enabling immediate repair of components on-site or near the fleet, the machine supports material self-sufficiency, a key goal of the Navy’s maintenance strategy. Through reducing lead times and shipping burdens for parts, it enhances equipment availability. The hands-on use of the machine also advances workforce readiness: operators gain skills in additive and subtractive manufacturing, CAD/CAM programming, and advanced maintenance techniques. For the fleet, this means faster turnaround for repair and more resilient maintenance capability.

NAMTS Program Tie-In

At SWRMC, the LASERTEC 65 becomes an ideal training platform for NAMTS trainees in CNC machining, inside-machine operations, hybrid manufacturing, and repair workflows. Sailors enrolled in Journeyman Level Repair and Maintenance Technician training, for example in CNC or Inside Machine JQRs, can utilize the machine to meet qualification requirements. The integration of such advanced equipment supports NAMTS’ objectives of maintenance

(L-R): SWRMC Code C941/C948 Inside Machine Shop/ Additive Manufacturing (3D Printing) Shop MR2 Christopher Foshay and MR2 Michael Vongkhaophet, both of whom have earned the NAMTS Inside Machinist NEC, stand in front of Southwest Regional Maintenance Center’s DMG MORI LASTERTEC 65. (Photo by Warren Florence.)

competency development, material readiness support, and shop production. By training on the LASERTEC 65, NAMTS graduates become qualified for Navy Enlisted Classification codes (NECs) and are better prepared to fill billets that maintain fleet equipment.

Training Outcomes and Curriculum Connections

The curriculum for NAMTS must now incorporate hybrid manufacturing processes: programming of additive build-and-machine sequences, material selection for repair or new manufacture, machine setup for DED processes, post-machining finishing, quality assurance, and documentation of traceability. The LASERTEC 65 supports this by providing integrated software (e.g., CELOS) and monitoring tools like thermal imaging, powder feed rate sensors, and adaptive process control. Trainees will not only learn to run a machine but also understand the full manufacturing chain from design to finished part, boosting their competencies beyond traditional subtractive machining alone. As a result, SWRMC’s NAMTS graduates will be more versatile, able to respond to fleet maintenance needs more rapidly and effectively.

By leveraging the advanced capabilities of the LASERTEC 65 DED hybrid machine and aligning training through the NAMTS program, SWRMC is positioning itself to meet future fleet maintenance demands with enhanced agility and skill. The integration of additive and subtractive manufacturing enables reduced downtime for the fleet, self-sufficiency in parts production, and elevated workforce capability. As Sailors and civilians gain experience on this machine, the fleet benefits through increased readiness, streamlined logistics, and improved maintenance responsiveness. This represents a significant step forward in naval maintenance transformation.

NAMTS Afloat Training Activities (NATA)

Nearly three decades 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 53 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)*
- *USS Daniel Inouye (DDG 118)*

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)*
- *USS Richard McCool Jr. (LPD 29)*

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)*

Littoral Combat Ships
- *USS Fort Worth (LCS 3)*

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 Carl Vinson (CVN 70)

Aboard USS Carl Vinson (CVN 70), EM1(SW/AW) Kristopher Grinston and EM2(SW/AW) Breanne Ballard completed their Navy Afloat Maintenance Training Strategy Inside and Outside Electrical Job Qualification Requirements during deployment. EM1(SW/AW) Grinston qualified in electrical fundamentals, motor repairs, troubleshooting controllers and generator reconditioning, while EM2(SW/AW) Ballard qualified in maintaining external and topside systems including cableway inspections, degaussing systems, aircraft servicing stations and flight deck lighting. Their qualifications enable the ship to conduct self-sustaining repairs and reduce reliance on shore-based support.

USS Theodore Roosevelt (CVN 71)

Three Sailors aboard USS Theodore Roosevelt (CVN 71) completed their NAMTS Watertight Closure Maintenance Technician NEC in June: DC3 Tyler Dean, EMFN Rosadesharon Fajardo and HTFR Aiden Gray. The NEC qualifies Sailors to inspect, maintain and repair watertight doors, hatches and closures. USS Theodore Roosevelt has 23 Sailors enrolled across nine NAMTS skill areas.

USS Abraham Lincoln (CVN 72)

Aboard USS Abraham Lincoln (CVN 72), MRFN Aidan Ray and MR3 Kyle Macawile are pursuing the NAMTS Inside Machinist NEC under the mentorship of MRC(SW/AW) Junior Fundoh, the ship's NAMTS JQR coordinator and skill area coordinator. The Sailors are training in precision measuring, machine tool operations, thread cutting, and bearing and shaft repair.

USS Gerald R. Ford (CVN 78)

The Navy's newest aircraft carrier has increased NAMTS enrollment under Command NAMTS JQR Coordinator HTC (SW/AW) Joshua Maza, with four chief petty officers and five first class petty officers enrolled. EMC(SW) Alyssa Magat used her NAMTS Outside Electrical Repair certification to troubleshoot and repair the ship's No. 7 Air Conditioning Plant after a Class C fire, replacing critical components and saving approximately $167,000.

LPD/LSD Highlights

USS San Diego (LPD 22)

Aboard USS San Diego (LPD 22), MM2 Spencer Cerlan is pursuing the Pump Repair NAMTS qualification after completing the Valve Repair Technician JQR as the ship's first NAMTS graduate. HT1 Andre Green, HT2 Ivan Garcia, HT3 Justice Owens and HTFN Uriah Sievers are enrolled in the Shipfitter JQR, while BM2 Mohamed Bangoura and BMC Tevin Jack are enrolled in the Rigger/Weight Tester JQR. HTC Audon Ariasmartinez serves as command NAMTS JQR coordinator.

USS Somerset (LPD 25)

Aboard USS Somerset (LPD 25), EM1(SW/AW) Solomon Goodwin, NAMTS skill area coordinator for Inside and Outside Electrical, repaired the No. 1 Low Pressure Air Compressor on June 18, 2025, by coordinating with USS Green Bay (LPD 20) to obtain a replacement magnetic motor contactor. EN2 Taylor Diaz, EN2 Timothy Elisara and EN2 Kody Marquez completed their NAMTS Diesel Engine JQR under the mentorship of ENCS Harvey Macadaan, ENC Chauncey Ang and EN1 Trevor Laske.

USS Portland (LPD 27)

After earning the Watertight Closure Maintenance Technician 835A Navy Enlisted Classification at Southwest Regional Maintenance Center, EN2 Luis Rodriguez brought his expertise aboard USS Portland (LPD 27), where he performs essential maintenance on watertight closures including knife-edge inspections, gasket replacements and hinge alignments while serving as a mentor to QM2 Mary Moreno and QM2 Elesse Hoover as they cross-train in structural maintenance through the demanding NAMTS qualification process. Rodriguez's mentorship enables QM2s Moreno and Hoover to gain hands-on experience inspecting quick-acting watertight doors, replacing degraded gaskets and ensuring proper alignment of dogging mechanisms, reducing the ship's reliance on shore-based repair facilities and keeping it at sea and on mission. Under Rodriguez's leadership, ER09 Division aboard Portland has become a hub of NAMTS-driven growth and professionalism, with his transformation from student to mentor demonstrating how the program builds technical ownership, leadership and pride while preparing the next generation of mentors to ensure the cycle of excellence continues.

DDG Highlights

USS Stethem (DDG 63)

Aboard USS Stethem, GSM1 Rafael Acevedo, enrolled in the NAMTS Hydraulic Repair Technician JQR, led a team that removed and replaced Main Reduction Gear 1 Lube Oil Cooler and 1B Lube Oil Service Pump. GSM3 Axcel Palacios and GSM2 Alexis Villareal, both NAMTS Pump Repair Technician enrollees, disconnected and prepared the pump, while GSM3 Austin Delangel, enrolled in the NAMTS Heat Exchanger Repair Technician JQR, handled the lube oil cooler with support from GSM3 Leslie Cross and GSMFA Joshua Gibson.

USS Carney (DDG 64)

USS Carney (DDG 64) is making strides with its NAMTS program, focusing on developing highly skilled Sailors capable of maintaining and repairing essential shipboard equipment. Candidates are training in critical areas to include Welder-Brazer, Watertight-Door Closures, Inside Machine and Rigger Weight Test all making a significant impact on the ship's operational readiness. This initiative is ensuring that Carney remains a formidable and adaptable force, especially when it comes to shipboard survivability and combat readiness. 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.

USS Jason Dunham (DDG 109)

USS Jason Dunham (DDG 109) recently completed a post

(Continued on page 38)

overseas POM period and prepares for additional surge tasking, resulting in onboard preparations in seven key areas of NAMTS mentorship. During a post-deployment CMAV, the crew effectively capitalized training efforts, observing shipyard and contractor repairs aligned with NAMTS JQR requirement opportunities.

USS Thomas Hudner (DDG 116)

USS Thomas Hudner (DDG 116) recently returned from an overseas deployment, currently in a POM leave period, but continues to effect self-sufficiency repairs onboard, capitalizing on training through production. While currently in a surge status, the ship's NAMTS program has effectively conducted Watertight Door and Heat Exchanger mentorship while coordinating training efforts with South East Regional Maintenance Center (SERMC) shops.

NAMTS GRADUATES
June-November 2025

Southeast Regional Maintenance Center (SERMC)

NEC - 835A NAMTS Watertight Closure Maintenance Technician
BM2 (AW) Selene Day Trevino
DC3 Brittani Unique Campbell
DC1 Daniel Richard Genovese
DC2 Jared Michael Moore
DCC Deren Ray Nichols
DC2 Rodney Allen Tilkins II
DCC (SW) Jordan David Bailey
GM2 (SW) Andrew Hector Hernandez
HT1 (SW) Trenten Michael Jorgensen
DC3 (SW) Greyson Celdon Mullins
EM2 (SW) Kevin Alexande Vicentesolis
MRC (SW/AW) Nicholas Kent Barkdull
ET1 (SW/AW) Santreasa Keneta Caple
DCC (SW/AW) Dominique Cherie Wright

NEC - U18A NAMTS Heat Exchanger Repair Technician
FCC (AW/SW) Kevin Lemuer Molina
MM2 Cyntrecia Lyndia Anderson
GSM3 Elise Gibbs
GSM3 Cameron Joe Ray
GSM3 Analisa Christine Villa
FCC (SW) Jerry Joaquin Alvarenga
MM2 (SW) Abdiel Andres Castrosolano
EN1 (SW) Joshua Terry Garmon
DCC (SW) Robert Loren Gaynor
GSM2 (SW) Makayla Danielle Harrell
DC1 (SW) Courtney Shanice Heatley
GM2 (SW) Andrew Hector Hernandez
GSM1 (SW) Krystian Witold Kielb
EN2 (SW) James Alfred Matthews
GSM3 (SW) Darel M McGee
ENC (SW) Sean Lamar McMurray
DCC (SW) Kamiya Nastacia Owens
GSMC (SW) Andy Luis Rodriguez
GSM2 (SW/AW) Craig Wade Bernbeck
EMC (SW/AW) Sannette Oaksana Carr
GSEC (SW/EXW/SCW/AW) David Benjamin Gross
DC1 (SW/SCW) William Robert Dow

NEC - U11A NAMTS Gas Turbine (Electrical) Repair Technician
GSE2 (AW/SW) Alexandra Yvonne Schmidt
GSE2 Garett James Malone
GSE1 Joel Ronald Wellenstein
GSE1 (SW) Robert Brock Longest

NEC - U26A NAMTS Diesel Engine, Governor, and Injector Repair Technician
EN1 (EXW) Dustin Daniel Brown
EN1 Austin John Campbell
EN1 Mason Lee Dance
EN2 Andre Brian Ross
EN2 Steven Hai Truong
EN1 (SW) Oseas Joel Cruz
EN1 (SW) Raven Simone Green
EN1 (SW) Tyler Shane Harvard
EN1 (SW/AW) Joshua Ray Stevens

NEC - 797A NAMTS Rigger/Weight Tester
BM2 (EXW) Carlos Castro
BM2 Justin Edward Cadres
BM3 Bobby Melquan Mosley
BM2 Isaiah Michael Thomas
BM1 Rosa Maria Tiburcio
BM1 (SW) Sarah Yvette Ajquejay
BM1 (SW) Johantan Christoph Leplatte
OS2 (SW) Karina Marquezlee
BM1 (SW) Elleston Mckenzie Taylor II
BMC (SW/AW) Nicholas Javonte Lee

NEC - 834A NAMTS Valve Repair Technician
GM1 (EXW) Daniel Lee Dame
GM1 (EXW/SW/IW/AW) Bao Hoai Le
GM3 Ethan Scott Abramowicz
GSM3 Grey Manuel Alvarezeguren
MMC Joshua William Bader
FC1 Rodrigo Paiva Beleza
GM3 Xavier Lee Breed
GM2 Yancin Antonio Carrasquillo
EN2 Elise Luzette Dade
GM3 Joshua Kenneth Dillin
GM2 Amy Alexandra Garciarodriguez
GM3 Cole Robert Heilig
GM3 Dylan Gary Hendon
FC2 Johan Jimenezmoncada
FC2 Eugene Dexter Lucas Jr.
FC2 Cullen Andrew McCarthy
GM2 Connor Wesley McFarland
GM3 Isaac Olazaba
GM3 Antavious Deion Pennamon
GM2 Jesus Fernando Silva
BM1 Brice William Smith
GM2 (SW) Andrew Hector Hernandez
EN1 (SW) Edric Bartolome Teh
DC1 (SW/AW) Garrett Stephen Paulson
ET1 (SW/AW) Benjamin Dean Richardson
GM1 (SW/EXW) Noe Angel Casso
GM3 Kedric Vernell Campbell

NEC - U40A NAMTS Inside Electrical Repair Technician
EM2 Alex Argumedo
EM2 Kevin Wesley Grimes
EM3 Dakota James Land
EM2 Victor Ochoa
EM2 Jordan Wayne Troutner
EM2 (SW) Caleb Gabriel King
EMC (SW) Wencelbrylle C Macaraeg
EM2 (SW) Zachary Tyler Nichols
EM1 (SW) Cameron James Stuart
EM1 (SW/AW) Dongwang Qian

GRADUATES

June-November 2025

NEC - U34A NAMTS Outside Machinist
MM3 Tanner Jacob Bakker
GSM2 Shawn Michael Hourican
MM2 Camron Jacob Robards
GSM3 (SW) Najee Jibreel Robinson

NEC - U54A NAMTS Welder/Brazer
HT2 Trevor Chaston Billings
HTFN Michael Angelo Bloise III
HT2 Miguel Alej Cedillomartinez
HT2 Jesse Ivan Ortega
HT2 Braden Kenneth Sanders
HT3 Vincent Michael Stapleton
HT1 (SW) Bobby Ray Richards
HT2 (SW) Micheal Todd Smith

NEC - U33A NAMTS Inside Machinist
MR2 Brendan Kyle Miller
MR2 (SW) Christopher Anthony Lee

NEC - 736B NAMTS Pump Repair Technician
MM2 Marc Christopher Mireau
GSM3 Joshua Benjamin Sims
GSM1 (SW) Elizabeth Trejofranco
MM2 (SW/AW) Kheri Rose Battleesteves
GSM1 (SW/AW) Jasmine Danielle Leahy
GSM1 (SW/SS) Shawn Lee Zabukovec

NEC - U08A NAMTS Gas Turbine Repair Technician
GSM2 Cody Bradford Phillips
GSMC (SW) Travis Romario Grant
GSM2 (SW) Brenda Folamiameera Lipe

NEC - U52A NAMTS Pipefitter
HT2 Franklin Cole Thurmond

NEC - U17A NAMTS Air Conditioning and Refrigeration Technician
MM2 Ivan Gabriel Ortega

NEC - V15C NAMTS Phalanx Gun and Ammunition Handling System (PGAHS) Repair Technician
FC1 (SW) Jason Manuel Parra
FC2 (SW) Daniel Esai Quinones

NEC - U39A NAMTS Outside Electrical Repair Technician
EMC (SW) Matthew Paul Sampson
EM1 (SW) Leopoldo Sotoreyes

NEC - V82B NAMTS Interior Communications Repair Tech.
ICC (SW/AW) Tabatha Tyson

NEC - 834A NAMTS Valve Repair Technician
BM1 (SW) Steven Akeime Johnson
BM2 Harley Ann Lavigne
BM2 (SW) Anthony James Malacane
DC1 (SW) Armando Garcia
DC2 (SW) John I Davis
EMFN Jayjesreel Uganiza Yadao
EN1 (SW) John M McCaffrey III
EN1 (SW/AW) Lea Maten Fernandez
EN1 (SW/AW) Franciscarlo Abenoja Parong
EN2 (SCW) Jugoraymund Ostrea Escalante
EN2 (SW) Jacob Wylum Wittrock
EN3 Mekhi Phillip Crocker
EN3 Patrick Prince Gabriel
EN3 Wences Romulo Llaguno
EN3 Honor Lorraine Pearson
EN3 Joniya Lashay Perry
EN3 Stephen Nathaniel Pierre
GM2 (SW) Isaac X Martinez
GM2 (SW) Matthew Vincent Ponciano
GM3 Mya Fabiola Malick
GM3 Joshua Pereyras
GSE1 (SW) Andrew Lee Wilson
GSMC (SW) Jorge A Cerratotiffer
MM2 (SW) Rylee Tyler Gailey
MR2 (SW/AW) Jiayi Chen
YN2 Veronica Cecilia Riveraguzman
MM2 Jordan D Fair
DC3 George Raymond Helferich II
EN2 Amber M Kelley
MM2 Thanh Viet Nguyen
GM2 Dakota Andrew Tomblin
MM1 (EXW) Miguel Ramirez III
DC2 (SW) Sergio Socorro Chapa
MM2 (SW) Emmanuel Alexander Chicas
EN1 (SW) Carljohn Mendoz Delossantos
DC2 (SW) Samantha Emely Gonzales
GM2 (SW) Stephanie Diane Leanos
ENC (SW) Carlos Javier Rodriguez
DC2 (SW/AW) Paul Sebastian Leal

GRADUATES

June-November 2025

IC1 (SW/AW) Betania Elias Pawson
EN1 (SW/AW) Martin Angel Ramos Jr.
MR2 (SW/AW) Branden Alexander Stocks
GM1 (SW/EXW) Gabriela Hernandes
GM1 (SW/EXW) Asia Ileen Lunt
BM2 (SW/IW) Michael W McFerrin

NEC - 860A NAMTS Corrosion Control Program Tech.

BM1 (SW) C L Barnes Jr.
BM1 (SW) Trameika P Simmonsdevera
DC2 Lamel M Watts
MM2 (SW) Kwaylon Derron Edwards
DC2 (SW) Sergio Socorro Chapa
DC2 (SW) Abigail Reyes Mariano
DC2 (SW) Johnferdie Fajardo Olarte
EM1 (SW) Sibo Sun

NEC - 797A NAMTS Rigger/Weight Tester

BM1 (SW) Nathan Lee Hernandez
BM1 (SW/AW) Daniel William Zehnder
BM2 (SW) John Deangelo Tolbert
BM2 (SW) Adrian Florin Ursu
MM2 Daniel Adrian Pedroza
MM2 (SW/AW) Juancarlos Tapia
MM1 (SW) Jorge Daniel Rivera
MM2 (SW) Gabrieliiibritan Estanol
BM2 (SW) Matthew Christian Scriven
BMC (SW) William D Yu
BM2 (SW/AW) Zulia Anacaren Alvarado
MM2 (SW/AW) Stacy A Charleryjohn
MM2 (SW/AW) Isaiah Maliik Johnson
GM1 (SW/EXW) Ricky Wayde Riddle

NEC - 835A NAMTS Watertight Closure Maintenance Technician

BM2 (SW/AW) Joshua Melvin Murphy
DC3 (SW) Jaquan Kevin McLeod
EM2 (SW) Miguel Angel Herrerateran
ENFN Carlos David Ramosgonzalez
FC2 Britney Leann Sykes
GMC (SW) Yeison David Bobadilla
MM1 (SW) Itzel Ameyal Miranda
MRC (SW) Edmond Morales Santos
NC1 (SW/AW/IW) Jayelin Jaydeah Beckett
DC3 Shaun Andrews Jr.
DC3 Lewis Ray Beazleysmith
DC3 Nikolas Alexander Evans
EN2 Chance Logan Hall
DC2 Odessa Annsonabie Kesse
DCFN Noah Dale Steadman

EN3 (SW) Michael Angel Byus
EM1 (SW) Katie Alesia Keith
MM1 (SW) Axel O Mejiacordon
MM2 (SW/AW) Jalen Damond Gilkey
GSM1 (SW/AW) Jessica Abigail Gonzalez
BM2 (SW/IW) Michael W McFerrin
EN3 Cole Steven Sandahl

NEC - U40A NAMTS Inside Electrical Repair Technician

EM1 (SW) James Matthew Birch
EM2 Jennifer Jazmeen Gastelum
EM2 (SW) Shawn Michael Sarantis
EMN1 (SW) Kaden James Crowell
EM2 (AW) Alejandra Naye Nunezfuentes
EM1 (SW) Katrina Bui Burgess
EM2 (SW) Patrick Thomas Jones Jr.
EM2 (SW) Lordlouie Ventura Lasquite
EM2 (SW) Brent Tamiwo Naito
EM1 (SW) Michael Gary Rack
EM2 (SW/AW) Jeffrey Phil Alexander

NEC - U39A NAMTS Outside Electrical Repair Technician

EM2 Xiaowei Gu
EM3 Tyler Ronnie Durrant
EMFN Jayjesreel Uganiza Yadao
EMN3 (SW/AW) Ethan Kaadeem James
EMFN Naim Lafeyette Carter
EM2 Willyam Likio Munnminoda
EM2 (AW) Alejandra Naye Nunezfuentes
EM1 (SW) Brianna Rae Bustillos
EM2 (SW) Iankarlo Gemao Rollo
EMC (SW) Marcelino Mendoz Salazar Jr.
EM2 (SW/AW) Jacob C Fox

NEC - U26A NAMTS Diesel Engine, Governor, and Injector Repair Technician

EN1 (SW) Tierney Tanei Harris
EN1 (SW) Fabian Alexis Miranda
EN1 (SW) Armando Sanchez Ramirez
EN1 (SW) Karen Andrea Zavala
EN1 (SW/AW) Lea Maten Fernandez
EN3 Nicholas O Neil Fulmer
ENC (SW) Skyler Dean Mayo
ENC (SW) Vichith Sayachak
EN2 Trey Riley Burnett
EN2 (SW) Timothy Britton Reynolds
EN1 (SW/IW) Christopher Ruben Walker
EN2 Alexander John Broughton
EN2 Christopher Solivan Donasco

GRADUATES

June-November 2025

NEC - U11A NAMTS Gas Turbine (Electrical) Repair Tech.
GSE1 Maritza Cecilia Cruz
GSE1 (SW) Anthony Gonzalez
GSE1 (SW) Jared Michael Jaster
GSE1 (SW) Robert Eugene Smith III
GSE2 Kevin Tang
GSEC (SW) Dustin Tobie Rutledge

NEC - U08A NAMTS Gas Turbine Repair Technician
GSE1 (SW) Bridget Nicole Davis
GSM1 (SW) Tucker Yorke Earl
GSM2 Wendy Pacheco
GSM2 Dezmond DE Valenciacampbell
GSM2 Carlojefferson Guerrero YU
GSM2 (SW) Jacob Tyler Kormilo
GSM2 (SW) Joshua Joseph Sutherland
GSM2 (SW/AW) Caleb John Letson
GSM3 Chidiebere Nwakihe Modu
GSM3 Joel Adrian Ayala
GSM1 Shemiah Mercia Savere
GSM2 (SW) Azia Elixis Derrington
GSM1 (SW) Dianna Lashawn Finleyvalyan
GSM1 (SW) David Sotosantos
GSM1 (SW) Toni Monique Stringfellow
GSM1 (SW/AW) Kristin Estrella Opisco

NEC - U47A NAMTS Shipfitter
HTC (SW) David Joseph Curato
HTC (SW) Isaac John Harris
HT2 (SW) Jake Daniel Mastro
HT2 (SW) Michaela Faith Whitaker

NEC - U52A NAMTS Pipefitter
HTC (SW/EXW) Andrew Thomas Hays
HT2 Ashley Marie Menesesvargas
HT1 (SW) Aaron Jaye Bolden
HT1 (SW) Matthew Scott Brown
HT2 (SW) Sarhay Cooper
HT1 (SW) Sean Arin Slagle

NEC - V82B NAMTS Interior Communications Repair Tech.
IC1 (SW/AW) Joseph Isaac Young
IC2 (SW/AW) Robert John Stanard
ET3 Jacob Jaihem Eury

NEC - 736B NAMTS Pump Repair Technician
MM1 (SW/IW) Hecer Unciano Ranada
GSM3 Jesus Ontiverosquevedo
GSM1 (SW) Henry S Gemeniano
MMC (SW) Reginald Patrick Griffin
EN1 (SW) Desjuan Teree Morgan
HT1 (SW/AW) Patrick Lamoyne Edmond
EN1 (SW/EXW) Edmar Del Delapena
MM1 (SW/EXW) Wei Jun Ye

NEC - U17A NAMTS Air Conditioning and Refrigeration Tech.
MM2 Lorraine Speichinger
MMC (SW/EXW) Alberto Delgadillo Sanchez
MM2 Cameron Lee Walser
MM1 (SW) EL Root

NEC - U34A NAMTS Outside Machinist
MM2 (SW) Jeremy Beltreoquendo
MM2 (SW) Thomas Eric Taylor II
MM1 (SW/EXW) Matthew Kainoa Delrosario

Mid-Atlantic Regional Maintenance Center (MARMC)

NEC - 736B NAMTS Pump Repair Technician
MMC (AW) Jarius Markel Jefferson
GSM1 (SW/AW) Kasper Anh HA
MM2 Jonathan Mayson Rowe
MM1 Allen Michael Tucker

NEC - 835A NAMTS Watertight Closure Maintenance Tech.
BM3 (AW) Howard Elijah Montgomery
IC1 (SW) Adam James Arndt
DC3 (SW) Aaliyah Aleese Ayers
DC2 (SW) Tyron Lashawn Bond
EM1 (SW) Stephen Michael Campbell
GSE1 (SW) Jiselle Greene
GM2 (SW) Dylan John Harris
DC3 (SW) Hector Ricar Moralesvazquez
HT1 (SW) Gregory Caleb Standridge
EM1 (SW/AW) Mackenzie Ryan Besso
MM1 (SW/AW) Shanderpaul K Foster
HT2 (SW/AW) Kendrick Damarcus Helton
HT1 (SW/AW) Gregory William Latta

GRADUATES

June-November 2025

HT1 (SW/AW) Janai Gail Lourie
DC2 Tyler James Jones
DC2 Aaron Keon Lewis
DC2 Jasonmatthew Albovias Reyes
DC2 Danielle Evan Smith
MRC (SW/AW) Benjamin James Foster
EM1 (SW) Prince Romaric Nombre
EM1 (SW/AW) Akasha Marlaya Young

NEC - 834A NAMTS Valve Repair Technician
BM3 (AW) Howard Elijah Montgomery
BM1 (EXW) Indir Kadrija
HT1 (SW) Jenia Merrina Arthur
GM2 (SW) Manuel Andres Crispindiaz
BM2 (SW) Devontae Daniel
GM1 (SW) Travis Glenn Hoffman
MM1 (SW) Justin Andrew Kerns
BMC (SW) Cleston Lamont Williams
HTC (SW/AW) David Larry Beal III
HT1 (SW/AW) Connor Payne Dixon
DC2 (SW/AW) Leslie Yocelin Flores
MM1 (SW/AW) Shanderpaul K Foster
HT1 (SW/AW) Anthony Edward Hatcher
EM1 (SW/AW) Landy Miguelcaballero
MMC (SW/AW) Matthew Gregory Richards
FC1 (SW/AW) Nicholas Anthony Vassey
GM1 (SW/AW) Alizia Darcell Aranda
EN1 (EXW) Cherrilyn Gayle
MM2 (SW) Marcluis Gamboa Hizon

NEC - 797A NAMTS Rigger/Weight Tester
BM2 (EXW) Shala Monique Christian
BM2 (EXW) Leodaniel Bilazon Sangalang
BM2 (SW) Tyshaun Jamay Hickson
BM1 (SW) Latasha Nicole Jones
BM2 (SW) Dwight Charles Murphy
BM2 (SW) Kateri Stefa Vizcarra
BM2 (SW/AW) Reginald Wesley Murphy III
BM1 (SW/AW) Kelly Isabell Naranjo
BMC (SW/AW/IW) Regina Parilla Allen
BM1 (SW/EXW) Marcus Jerrod Whitney
BM2 Dominique Sintele Davis
BM2 Jazmyne Nekiaya Delgado
BM2 Jaron Iman Woods
BM1 (SW) Nicholas Parker Blake
BM2 Danielle Shuntrice Jenkins
BM2 (SW/AW) John C Pedraza
BM1 (SW/AW) Vareshia Sharmez Steverson
BMC (SW/AW) Ashley Marie Vandyke

NEC - U39A NAMTS Outside Electrical Repair Technician
EM2 (SW) Maria Guadalupe Balsama
EM2 (SW) Corey Allen Cheatham
EM1 (SW) Junli MA
EM2 (SW) Brandon Donald Prough
EM2 (SW) Karina Ugalde
EM2 (SW/AW) Dalton James King
EM2 Enoc Chavez
EM2 Nicholas Kekoa Claycomb
EM1 (SW/AW) Jonathan Kelsey Black

NEC - V15C NAMTS Phalanx Gun and Ammunition Handling System (PGAHS) Repair Technician
GM1 (SW) Vivian Renea Bourdier
FCC (SW) Michael Raymondo Ward
GM2 Shelby Rose Nagel

NEC - U11A NAMTS Gas Turbine (Electrical) Repair Technician
GSE2 (SW) Bretton Wayne Bowman
GSE2 (SW) Christian Isaiah Love
GSE2 (SW) Jeremy Ezekiel Roseborough
GSE1 Zachary Cole Fiss
GSE3 Duane Glen Putnam

NEC - U08A NAMTS Gas Turbine Repair Technician
GSM2 (SW) Jayce Deion Brown
GSM1 (SW) Jessica Leann Caruso
GSM2 (SW) Christian Aaron Devereaux
GSM1 (SW) Alonzo James Hatten
GSM2 (SW) Wyatt Patrick Ohara
GSM2 (SW) Bryan Vicente Penalodiaz
GSM2 (SW) Anysa Elliotkay Sanchez
GSM1 (SW/AW) Corey Donte Cain
GSM1 (SW/AW) Jose Antonio Morrobel Jr.
GSM1 Kasey Patrick Delange
GSM2 Tristan Joseph Gross
GSM3 Rollenzyril Anlib Manliguez
GSM1 (SW) Jackson Ryland Mancinelli
GSM2 (SW) Ivan Andres Millarflores

NEC - U54A NAMTS Welder/Brazer
HT1 (SW) Tyler David Carr
HT2 Joseph Brett Angeli
HT1 James Martin Slegona
HT3 Levi Granville Wyles

NEC - U18A NAMTS Heat Exchanger Repair Technician
GSM3 (SW) Casey Alexander Crawford
MM1 (SW) Michael Angelo Fuertesarias
DC2 (SW) Mackenzie Kaye Patacsil
GSM2 (SW) Janeel Sidone Wishart
MM2 (SW) Taylor Samuel Yanta
GSM1 (SW/AW) Kasper Anh Ha
MM2 (SW/AW) Kiera Savannah Marable
MM2 (SW/AW) Allison Kaye Massey

GRADUATES

June-November 2025

MM1 (SW/AW) Jacob Solomon Smith
MM2 (SW/AW) Yue Zhang
MM1 (SW/EXW) Jonnary Esperanza Martinez
MMN3 Joseph B Harris
MM2 Jack Raymond Mace
MM2 Robert Christopher Wright
MM2 Franco Jose Ferrer
MM2 (SW) Ferdison Antho Perezsantana
MM1 (EXW/SW) Randall Matthi Raulerson II
MM2 (SW) Gyanna Maria Renne

NEC - U33A NAMTS Inside Machinist
MR2 (SW) Gabrielantonio Esguerr Cruz
MR1 (SW) Nickolis Lee Goodin
MR3 Muhammad Aswad

NEC - 860A NAMTS Corrosion Control Program Technician
BM1 (SW) Aldane ST Dunn
BM1 (SW) Nina Marie McCrory
BM2 (SW) Gabriel Eduardo Santillan
BM2 (SW) Vincent Depaul Thomas II
BM2 (SW/AW) Audranae Pheniquea Russell

NEC - U34A NAMTS Outside Machinist
MM2 (SW) Billy Joe Estel
MM2 (SW) Deiltarous Javon Livingston
MM2 Ramon Alberto Garibay
MMC (SW/AW) Joshue Ivae Serranofigueroa

NEC - U52A NAMTS Pipefitter
HT2 (SW) Matthew Daniel Loe

NEC - U17A NAMTS Air Conditioning and Refrigeration *Technician*
MM2 (SW) Edward Earl Miles Jr.
MM3 (SW/AW) Latrisha Ann Anderson
MM1 (SW/AW) Evan Anthony Faust

NEC - U47A NAMTS Shipfitter
HT1 (SW) David Michael Rhodes

NEC - U26A NAMTS Diesel Engine, Governor, and Injector Repair Technician
EN2 Tony Bernard Sims Jr.

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

NEC - U33A NAMTS Inside Machinist
MR2 (SW) Adam James Bare

NEC - U39A NAMTS Outside Electrical Repair Technician
GSEC (SW) Randy Garcia Abiva
EMC (SW) Marklester Pilapi Evangelio
EM2 (SW) Lewis Cleo Mayberry

NEC - 835A NAMTS Watertight Closure Maintenance Tech.
HT1 (SW) Jincuyae Paunie Anderson
HT1 (SW) Brett McKay Nicar
MM2 (SW/AW) Samuel David Wallace
DC2 (SW) Jonathon Patrick Long

NEC - U18A NAMTS Heat Exchanger Repair Technician
MM2 (SW) Jared Ivan Axsom
GSMC (SW) Guadalupe Ramirezgonzalez
MMC (SW) Nicholas Vincent Ross
MM2 (SW) Jordan M Whitten
MM1 (SS) Joshua Manuel Ruizmelendez

NEC - 860A NAMTS Corrosion Control Program Technician
FC2 (SW) Martin Edgar Cabello Jr.
HTC (SW) Joel Micah Lee
BM2 (SW) Jaiden Emiliano Maltos
DC1 (SW/AW) Bernard Wilbert Johnson III

NEC - U52A NAMTS Pipefitter
HT1 (SW) Niaja Miya Colleton

NEC - 736B NAMTS Pump Repair Technician
MM2 (SW) Nayely Doroteo
MM2 (SW) Dominic Arturo Martinez
MM2 (SW) Tyler Patrick Mikel
GSM2 (SW) Cody Laurence Murray
MMC (SW) Corey Keith Underwood

GRADUATES

June-November 2025

NEC - 834A NAMTS Valve Repair Technician

MM1 (SW) James Paul Harry
GSM2 (SW) Hasan Desuaci Hollingsworth
FCAC (SW/AW) John Andrew Journell
EM1 (SW/AW) Ryan Lee Nelson

NEC - U08A NAMTS Gas Turbine Repair Technician

GSM2 (SW) Patrick Hilker
GSM3 (SW) Xiangang Sun
GSM1 (SW) Devon A Kreiger

NEC - 797A NAMTS Rigger/Weight Tester

BM2 (SW) Owen Zachary Johnson Jr.
BM2 (SW) Benjamin David Weishaupt

NEC - V82B NAMTS Interior Communications Repair Tech.

IC1 (SW) James Dillon Ramski
IC2 (SW) Jonathan M Todd

NEC - U34A NAMTS Outside Machinist

MM2 (SW/AW) Bianca M Reiter

Norfolk Naval Shipyard
(NNSY)

NEC - 834A NAMTS Valve Repair Technician

MM2 Jackson Lloyd Carver
MM3 Karyn Sue Norris
MM2 (SW) Shantavia Anjanae Henry

NEC - 736B NAMTS Pump Repair Technician

MM2 Parker Emmett Pasqual
MM1 (SW/AW) Bradley Keith Hugdahl
MRC (SW/AW/IW) Raman Deep Singh

NEC - U26A NAMTS Diesel Engine, Governor, and Injector Repair Technician

EN2 (SCW) Zachary Scott Dent
EN1 (SW) Micah Boyd Miller
EN1 (SW) Pierce Rocky Phavorabouth

NEC - U08A NAMTS Gas Turbine Repair Technician

GSM1 (SW) Lydon Chris Beggs

NEC - 835A NAMTS Watertight Closure Maintenance Tech.

EM1 (SW) Robert Charles Boehnke
IC1 (SW) Markist James
IC2 (SW/AW) Victor Wali Munuve

NEC - U33B NAMTS Computer Numerical Control (CNC) Machinist

MR1 (SW) Taylor Nichelle Bowie

NEC - *U39A NAMTS Outside Electrical Repair Technician*

EM2 (SW) Trey Brian Dooley
EM1 (SW) Christopher Joseph Hill Jr.
EMC (SW) Chioma Sandra Mezue
EM2 (SW) Katrianna Marie Piccione
EM2 (SW) Christian Luke Spires

NEC - 860A NAMTS Corrosion Control Program Technician

BMC (SW) Trevor William Frankenfield
BM1 (SW) Michael D Westfall

NEC - U54A NAMTS Welder/Brazer

HT2 (SW) Jaden Edwin Llanos
HT2 (SW) Fitzroy Santino Powell
HT1 (SW/AW) Joseph Dylan Bland

NEC - U17A NAMTS Air Conditioning and Refrigeration Tech.

MM2 (SW) Josemari Padua Mamalayan

NEC - 797A NAMTS Rigger/Weight Tester

BM1 (SW) Michael D Westfall

NEC - U18A NAMTS Heat Exchanger Repair Technician

MM1 (SW/AW) Bradley Keith Hugdahl
EN1 (SW/AW) Courtney Cheyann Strength

GRADUATES

June-November 2025

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

NEC - 835A NAMTS Watertight Closure Maintenance Tech.
EM2 Leonardo Armas
MM2 Thomas Jairus Ocao
EM2 Matthew Quinn Rooney
EM2 Jayden Allen Yeager
MM3 (SW/AW) Mariyah Ziaire Long

NEC - 834A NAMTS Valve Repair Technician
MM2 Markvincent Alvarez Dantes
IC1 (SW) Darren N Bark
HT1 (SW) Jake Alexander Lindsay
EN1 (SW) Kou Thao
MM2 (SW) Jaspher P Villasis

NEC - U08A NAMTS Gas Turbine Repair Technician
GSM3 (SW) Javier Alberto Adame
GSM1 (SW) Quentin Jerel Brittian Jr.
GSE1 (SW) Jacob Patrick Buker
GSM1 (SW/AW) Sagar Mukeshbhai Patel

NEC - U18A NAMTS Heat Exchanger Repair Technician
MM2 (SW) Brannonanthony Luis Ballete
MM2 (SW) David Charles Henry
MM1 (SW) Joseph William Keach
MM2 (SW) Jose Luis Sanchez III
MM2 (SW/AW) Jasonreed Quintana Salvador

NEC - U47A NAMTS Shipfitter
HT1 (SW/AW) Christinmay Vinluan Toquero

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

NEC - 761A NAMTS Hydraulics Repair Technician
MM2 Thomas Martin Beaty
MM2 (SW) Brandon Jason Eller
MM2 (SW) Storm Taylor Jackson
GSM3 (SW) Cesar Enrique Floresdiaz

NEC - U33A NAMTS Inside Machinist
MR2 Daniel James Ehrhardt

NEC - 834A NAMTS Valve Repair Technician
GSM3 Faith Lynn High
MM2 Joshua Jonathan Jackson
MM2 (SW) Matthew Ryan Jenkins
MMC (SW/AW) Joshua Perry Bullock
MM1 (SW/AW) Bryan C Piper
MM1 (SW/AW) Erik Joseph Weststeyn

NEC - U40A NAMTS Inside Electrical Repair Technician
EM2 Richard Arthur Johnston Jr.
EM2 Jacqueline Salazar
EM2 Cason John Smith
EM2 London Chant Spencelockhart
EM2 (SW) Kyle Thomas Runion
EM2 (SW/AW) Austin James Frienza
EM1 (SW/AW) Laura Marie Wilbert

NEC - U39A NAMTS Outside Electrical Repair Technician
EM2 Ovando W Martin
EM1 (SW) Adrian Nino Ayong
EM1 (SW) Russell Clayton Black
EM1 (SW) James Ancheta Federe II
EM2 (SW) Brandon Arthur Hunnicutt
EM2 (SW) Jacob Anthony Jimenez
EM2 (SW) Kevin Getanda Matundura
EM2 (SW) Nicholas Cody Swain

NEC - 736B NAMTS Pump Repair Technician
MM3 Mishalka Victoria Moreno
MM2 (SW) Matthew Ryan Jenkins

GRADUATES

June-November 2025

MM2 (SW) Nathanielrodwin Pru Jimenez
MM2 (SW) Shawn Michael Kegley
MM1 (SW/AW) Erik Joseph Weststeyn
MM1 (SW/AW) Richard Scott Lettenberger
MM2 (SW) Austin Tyler Smith

NEC - 860A NAMTS Corrosion Control Program Technician
BM2 Nicholas Taylor Wehking
MMC (SW) Austin Forrest Chapman
EM1 (SW) Nicholas Hayes Goldstein
MM2 (SW) Matthew Ryan Jenkins
HT1 (SW) Robert Louis Salatino III
MM1 (SW) Joseph Isaac Shelow
BMC (SW) Gregg H Swartzenberg Jr.
EM1 (SW/AW) Tyler Francis Bonis
MM1 (SW/AW) Erik Joseph Weststeyn
BM2 (SW/EXW) Justin T Presbrey
BMC (SW/IW) Oden William Rogers

NEC - U47A NAMTS Shipfitter
HT1 (SS) Michael Patrick Hardy
HT1 (SW) Noah Kraft Cooper
HT2 (SW) Nikki X Gallegos
HT2 (SW) David Martinez
HT1 (SW) Cordell Joseph Schlenker
HT2 (SW) David Ali Thomas II
HT1 (SW/AW) Jonathon Victor Coard

NEC - 797B NAMTS Submarine Auxiliaryman Refrigeration Repair Technician
MMA2 (SS) Saul Ramirez

NEC - U52A NAMTS Pipefitter
HT2 (SW) Marcus Anthony Brown
HT2 (SW) Isaac Anthony Burgess
HT1 (SW/AW) Esperanza Lydia Ortega

NEC - U34A NAMTS Outside Machinist
MM2 (SW) Jacob Taylor Gill
MM2 (SW) Maxwell Ryan Parenteau
MM2 (SW) Kyle Cody Ringstrom

NEC - U54A NAMTS Welder/Brazer
HT1 (SW) Bryce Dalton Starr

Navy Reserve Surge Maintenance (SURGEMAIN)

NEC - U39A NAMTS Outside Electrical Repair Technician
EM1 Brandon Lawrence Bateman
EM1 Cody James Harkins

NEC - 834A NAMTS Valve Repair Technician
EMC Cory Andrew Bonacorsi
MM1 (SS) Ryan David Cherkauskas
MM1 Elizabeth Diane Lewis
MM2 David Wonodi Nnokam

NEC - U18A NAMTS Heat Exchanger Repair Technician
MMC Noah Joseph Meyer

NEC - 736B NAMTS Pump Repair Technician
MMC (SW/AW) Kristine Nyan Nicolas

Assault Craft Unit 1 (ACU 1)

NEC - 835A NAMTS Watertight Closure Maintenance Technician
MM2(SW) Samantha Rose Bochniak

USS Nimitz (CVN 68)

NEC - U40A NAMTS Inside Electrical Repair Technician
EM1(SW/AW) Philipray C Fernandez

GRADUATES

June-November 2025

USS Dwight D. Eisenhower (CVN 69)

NEC - 834A NAMTS Valve Repair Tech.
MM3 Gage Lyn Montague
MM3 Christopher Lee Nicklow

USS Carl Vinson (CVN 70)

NEC - U39A NAMTS Outside Electrical Repair Technician
EM2 (SW/AW) Breanne Elaine Ballard

NEC - U40A NAMTS Inside Electrical Repair Technician
EM1(SW/AW) Kristopher James Grinston

USS Theodore Roosevelt (CVN 71)

NEC - 835A NAMTS Watertight Closure Maintenance Technician
DC2 Tyler Russell Dean
EMFN Rosadesharon Fajardo
HTFN Jaiden Rashaud Gray

USS George Washington (CVN 73)

NEC - U33A NAMTS Inside Machinist
MR2 Elijah John Stockard

USS George H.W. Bush (CVN 77)

NEC - 834A NAMTS Valve Repair Tech.
MM3 Taeo Donovan Clark

USS Gerald R. Ford (CVN 78)

NEC - U39A NAMTS Outside Electrical Repair Technician
EMC (SW) Alyssa Magat

USS Tripoli (LHA 7)

NEC - U26A NAMTS Diesel Engine, Governor, and Injector Repair Technician
EN1(SW/AW) Floid Winston Thomas

USS Essex (LHD 2)

NEC - U39A NAMTS Outside Electrical Repair Technician
EM2 Stanislav Igorevich Kostenevich
EM3 Jixue Mei
EM3 Martha Melisa Noel
EM2 Zhengyi Wang

USS Bataan (LHD 5)

NEC - U18A NAMTS Heat Exchanger Repair Technician
MM1 (SW) Timothy Ray Anderson Jr.

USS Anchorage (LPD 23)

NEC - 860A NAMTS Corrosion Control Program Technician
ABH1 (SW/AW/IW) Andrew Valencia

USS Somerset (LPD 25)

NEC - U26A NAMTS Diesel Engine, Governor, and Injector Repair Technician
EN2 (SW) Timothy I Elisara
EN2 (SW) Kody Hayes Marquez
EN1 (SW) Widlou Tibe

USS Portland (LPD 27)

NEC - 860A NAMTS Corrosion Control Program Technician
ITSA Bradyn Kage Abelseth
DC2 Daniel David Ramirez

NEC - 835A NAMTS Watertight Closure-Maintenance Technician
DC1 Joel Aguirre
ET2 Kaz Johnhenry Warren

GRADUATES

June-November 2025

USS Germantown (LSD 42)

NEC - 834A NAMTS Valve Repair Technician

MM1(SW) Minh Tam Phung

USS Harpers Ferry (LSD 49)

NEC - 834A NAMTS Valve Repair Technician

MM2 (SW) Alberto Luis Sanchez

NAMTS Training Available at Various Shore Maintenance Facilities

NEC	NEC Title	Ratings	MARMC	NNSY	SERMC	SWRMC	PNS DET SD	BANGOR	EVERETT	HRMC
U17A	Air Conditioning and Refrigeration Technician	MM	X	X	X	X		X*		X
V15C	Phalanx Gun and Ammunition Handling System (PGAHS) Repair Technician	FC, GM	X		X	X			X	
860A	Corrosion Control Program Technician	All Ratings	X	X		X		X	X	X
U33B	Computer Numerical Control (CNC) Machinist	MR	X	X		X		X		
U26A	Diesel Engine, Governor, and Injector Repair Technician	EN	X	X	X	X				X
U11A	Gas Turbine (Electrical) Repair Technician	GS, GSE	X		X	X			X	X
U08A	Gas Turbine (Mechanical) Repair Technician	GS, GSE, GSM	X		X	X			X	
U54A	General Shipboard Welder/Brazer	HT	X	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	
U40A	Inside Electrical Repair Technician	EM		X	X	X		X	X	X
U33A	Inside Machinist	MR	X	X	X	X	X	X	X	
V82B	Interior Communications Repair Technician	EM, ET, IC			X	X			X	
U39A	Outside Electrical Repair Technician	EM, GS, GSE	X	X	X	X		X	X	X
U34A	Outside Machinist	GS, GSM, MM, MR	X		X	X		X	X	
U52A	Pipefitter	HT	X	X	X	X	X	X	X	
736B	Pump Repair Technician	ABE, ABF, DC, EN, GSM, MM, MR, HT	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								
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 George Washington (CVN 73)
·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 Daniel Inouye (DDG 118)
·USS Stethem (DDG 63)
·USS Fort Worth (LCS 3)
·Assault Craft Unit One (ACU 1)

East Coast Afloat

·USS Dwight D. Eisenhower (CVN 69)
·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 Richard J. McCool, Jr. (LPD 29)
·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

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