

NAMTS NEWS

59th Edition, July 2024



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- ***CNO Priorities: America's Warfighting Navy***
- ***Corrosion Mitigation Program Expands to Japan***
- ***Three Weeks, Three Ships, Less Corrosion***
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Welcome to the 59th 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 46 designated afloat activities are collaborating on specific repair and maintenance "value streams" to form the Navy's largest "SEA" school:

- Maintenance Competency Development
- Material Readiness Support
- Shop Production

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

On the cover:

The world's largest aircraft carrier USS Gerald R. Ford (CVN 78), steams in the Mediterranean Sea, Dec. 24, 2023. The Gerald R. Ford Carrier Strike Group is currently operating in the Mediterranean Sea. The U.S. maintains forward-deployed, ready, and postured forces to deter aggression and support security and stability around the world. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jacob Mattingly)

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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



CNRMC Leadership Message



Over the last year, I have had the opportunity to see our NAMTS Sailors in action supporting the wartime readiness of the fleet. It's great that NAMTS is helping to break our dependence on the shore by producing Maintenance Warriors who are competent and confident in their ability to maintain their equipment/systems while at sea and, if necessary, perform complex maintenance or casualty repairs to enable their ship to continue the mission.

Our ships are actively engaged in conflict and our destroyers have been busy as USS Carney (DDG 64), USS Laboon (DDG 58), USS Mason (DDG 87), USS Gravelly (DDG 107), and USS Thomas Hudner (DDG 116) have all successfully defeated aerial drones and/or anti-ship ballistic missiles in the Middle East in recent months.

As we devote our efforts to North Star 75, we must continue the hard work of the past and implement changes necessary to reach our goals. Our on-time completion for CNO availabilities is trending in the right direction with marked improvements year over year. We want to make sure that we're continuing this trajectory into the future as we provide the fleet the maximum amount of mission capable ships. Be proud of your accomplishments but realize there is still more progress to be made.

One NAMTS Sailor whom I'd like to recognize is Hull Maintenance Technician 1st Class Jennifer Schleuning, who was recognized in April as NAVSEA's active duty Sailor of the Year for 2023. HT1 Schleuning has shown tremendous personal dedication and professionalism throughout her career, most recently leading quality assurance efforts at the Southeast Regional Maintenance Center. HT1 is a NAMTS Pipefitter NEC holder and is in the running for the title of the Navy's Shore Sailor of the Year; she is competing against some of our Navy's hardest chargers who are contributing every day to generating readiness for the fleet and strengthening our Navy team. If selected, HT1 Schleuning will be awarded the U.S. Navy and Marine Corps Commendation Medal and will advance immediately to the rank of Chief Petty Officer (CPO), after completing CPO Initiation later this year. Congratulations, HTC (Sel) Schleuning!

NAMTS graduates, like HTC (Sel) Schleuning, have undergone rigorous training and are equipped with the skills necessary to tackle even the most demanding maintenance and repair tasks on a ship. The fleet needs significantly more competent and confident Sailors capable of supporting Strike Force Intermediate Activity (SFIMA) self-sufficiency initiatives. Leadership should communicate readiness and willingness to take on maintenance and repair challenges utilizing NAMTS graduates while at the same time mentoring and developing the skills of NAMTS enrolled Sailors. This is how we build a Navy capable of answering the self-sufficiency needs of the near future.

Thank you for all you do to support the fleet, especially all you NAMTS Sailors supporting wartime readiness! I look forward to meeting more of you in the near future as I make visits throughout the enterprise.



Rear Admiral William Greene

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

Sincerely,

RADM Bill Greene

SEA 21/CNRMC



CNO Releases Priorities: America's Warfighting Navy



[U.S. Navy Press Release](#)

WASHINGTON (Jan. 9, 2024) – Chief of Naval Operations Adm. Lisa Franchetti released her priorities in a paper titled “America’s Warfighting Navy,” at the Surface Navy Association’s National Symposium, Jan. 9, in Arlington, Virginia.

The text of America’s Warfighting Navy reads as follows:

Who We Are. We are the United States Navy, the most powerful navy in the world. We are the Sailors and Civilians who have answered our Nation’s call to service. We are Americans who embody character, competence, and dedication to our mission. Our identity is forged by the sea and we serve with honor, courage, and commitment.

What We Do. We are here to preserve the peace, respond in crisis, and win decisively in war. We operate far forward, around the world and around the clock, from the seabed to space, in cyberspace, and in the information environment to promote our Nation’s prosperity and security, deter aggression, and provide options to our nation’s leaders. We deliver power for peace, but are always postured and ready to fight and win as part of the Joint Force and alongside our Allies and partners.

Where We Are Going. The threats to our nation and our interests are real and growing. The strategic environment has changed; gone are the days of operating from a maritime sanctuary against competitors who cannot threaten us. The National Defense Strategy makes clear that we must defend our homeland, deter strategic attack, deter and be prepared to prevail in conflict against the People’s Republic of China, and meet the acute challenge of an aggressive Russia and other persistent threats. Our adversaries have designed their militaries to overcome our traditional sources of strength. We must move rapidly to stay ahead and continuously create warfighting advantages. We must think, act, and operate differently, leveraging wargaming and experimentation to integrate conventional capability with hybrid, unmanned, and disruptive technologies. Tomorrow’s battlefield will be incredibly challenging and complex. To win decisively in that environment, our Sailors must be the best warfighters in the world with the best systems, weapons, and platforms to ensure we can defeat our adversaries. We will put more players on the field—platforms that are ready with the right capabilities, weapons and sustainment, and people who are ready with the right skills, tools, training, and mindset.

Our Priorities. We will focus on Warfighting, Warfighters, and the Foundation that supports them.

Warfighting: Deliver Decisive Combat Power. We will view everything we do through a warfighting lens to ensure our Navy remains the world’s preeminent fighting force. We will prioritize the readiness and capabilities required to fight and win at sea, and the logistics and shore support required to keep our Navy fit to fight. We recognize that we will never fight alone. We will advance naval integration with the Marine Corps, and synchronize and align our warfighting efforts with the Joint Force. We will design and drive interoperability with our Allies and partners to deliver combined lethality.

Warfighters: Strengthen the Navy Team. We will use the principles of mission command to empower leaders at all levels to operate in uncertain, complex, and rapidly changing environments, ready to take initiative and bold action with confidence. We will build strong warfighting teams, recruiting and retaining talented people from across the rich fabric of America. We will provide world-class training and education to our Sailors and Civilians, honing their skills and giving them every opportunity to succeed. We will ensure our quality of service meets the highest standards, and we will look after our families and support networks, who enable us to accomplish our warfighting mission.

Foundation: Build Trust, Align Resources, Be Ready. We will earn and reinforce the trust and confidence of the American People every day. We will work with Congress to field and maintain the world’s most powerful Navy and the infrastructure that sustains it. We will team with industry and academia to solve our most pressing challenges. We will cooperate with the interagency to bolster integrated deterrence. We will align what we do ashore with the warfighting needs of our Fleet.

Our Charge. America is counting on us to deter aggression, defend our national security interests, and preserve our way of life. With the right tools, a winning mindset, and the highest levels of integrity, we will operate safely as a team to deliver warfighting excellence.

I am proud to serve alongside you. I thank you and your families for your continued commitment to ensuring we are always ready.

We have taken a fix and set our course. Together we will deliver the Navy the Nation Needs. The time is now to move with purpose and urgency: **ALL AHEAD FLANK!**



Admiral Lisa Franchetti,
Chief of Naval Operations



Teamwork at the Center of Clearing the Navy's Oldest CASREP



Clearing the Navy's oldest CASREP as told by those involved with the repair. Photos by Rick Smith, Afloat NAMTS Inside Machinist mentor



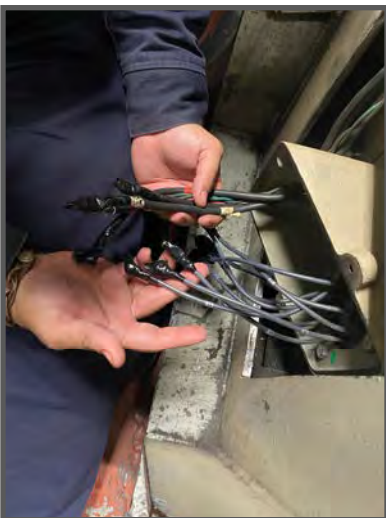
March 13, 2024, was a great day for the Navy; it's the day on which the Navy's oldest CASREP was finally cleared.

"USS Stout's [DDG 55] lathe became inoperative due to both a transmission gearing and motor issue that happened simultaneously during operations back in 2017. The lathe was CASREP'd and we began searching for parts and a repair party that would be

able to support repairing the lathe and/or identifying what procedure or parts we would need to get it back up working. I am sure you are aware but if you aren't, Flight I lathes are a very classic design for which few if any techs remain and virtually no parts exist. I even contacted the OEM [original equipment manufacturer] who replied they could not assist due to the antiquity of the onboard lathe," shared Stout's Port Engineer from March 2020-June 2023, Benjamin Miner.

"After about two years, I finally located a small office at DLA [Defense Logistics Agency] that repairs obsolete equipment. The techs arrived and were able to determine the extent of the gearing and motor repairs required to get it operational. They replaced the gearing in 2019 and removed the motor for SF [ship's force] to turn in for rewind at a DLA facility. The ship, unfortunately, lost the motor in transit... The motor has double windings due to shifting speeds (now accomplished via programming logical controllers [PLC] and variable frequency drive [VFD]) and is obsolete from the Navy stock system and the OEM. I then called every motor manufacturer I could find on the Eastern Seaboard for a quote. I could only locate a single vendor, whom I then passed along to the ship to obtain a quote and execute the work. Unfortunately, the quote was not acted upon or funded until around mid-2021," added Miner.

"Around January 2022, I then prompted SF to determine the expected return date of the motor, only to find out that the



vendor required design specification drawings and MIL STDs before they could proceed. After another month or three, we were able to locate the design specs and send them to the manufacturer. The ship re-released a CASREP for the lathe with its current CASREP. The motor arrived in January 2023, and DLA team members arrived in April

Onboard USS Stout (DDG 55), EMC(SW) Emmanuel Zuniga identifies electrical power source to the Clausing AVS 2013 Lathe Programmable Logics Controller (PLC).



A Clausing AVS 2013 Lathe, aboard USS Stout (DDG 55), missing handles for the saddle and compound rest assemblies, in addition to a missing Tool Post holder.



After 6 years, the Clausing AVS 2013 lathe aboard USS Stout, is fully refurbished and has been returned to operating condition by the combined self-sufficiency efforts of Ship's Force, NAMTS/NATA Subject Matter Experts, and technical assistance of Defense Logistics Agency's Industrial Plane Equipment program in Mechanicsburg, Pa.

2023 to support installation and lathe testing. Unfortunately, it was discovered that since their last visit, more parts were missing and that the lathe motor footing was different than that of the original," said Miner.

On June 12, 2023, Miner transferred responsibilities over to USS Stout's new Port Engineer, Matthew Topoulos, who continues to serve in that position today. They had worked together leading up to the official turnover.

"Mr. Rick Smith [Afloat NAMTS Inside Machine subject matter expert and retired Master Chief Machinery Repairman] reached out to me as the incoming PE around March 2023, and offered to come by and assess our lathe. Initially, I declined due to DLA's involvement, but as it turned out, DLA couldn't complete the repairs. So Mr. Smith went aboard on his own accord and assessed the lathe and spoke with SF. Further, he then put together a list of the new missing parts and how to repair the lathe but more importantly, with the help of his colleague Mr. Darrell Monroe, [Smith's West Coast counterpart and a retired Chief Machinery Repairman] he sourced an obsolete lathe from the West Coast [aboard USS Fitzgerald (DDG 62)] that we would be able to pull parts from. Monroe learned that USS Fitzgerald was replacing their old lathe, which matched USS Stout's lathe model. Even more impressively, he and his colleagues [Monroe as well as Russell Lincoln and Quinten Taylor] then set up the dialogue, routed the required parts list, and worked with counterparts on the West Coast to get the parts required to get this six-year CASREP and downed equipment back up and running. The original job that was routed to get support was more than 2,400 days old," shared Topoulos.

Smith and Monroe coordinated the collection and shipment of parts through Destroyer Squadron Twenty-Eight's Supply Officer (SUPPO), LCDR Anne N. Onyango; Fitzgerald's DC3 Javon Strickland, and SUPPO, LT Catherine Freitag; Stout's CHENG, LT Hannah Kidd and SUPPO, LT Nicholas Zimmer, as well as Topoulos and Fitzgerald's Port Engineer, James Flower.



Teamwork at the Center of Clearing the Navy's Oldest CASREP



"Immediately upon assuming duties as USS Stout's Port Engineer, Mr. Topoulos continued lathe repair efforts by staying in contact with both USS Fitzgerald's (DDG 62) Supply Department and tracking the shipment of parts to Norfolk, Va., providing status update to Stout's Repair Officer and NAMTS/NATA team members. Upon learning from ship's force Electrician's Mate Chief Emmanuel Zuniga that the PLC was inoperative and would require programming from an outside source, he contacted Mr. Kevin Webb at DLA's Industrial Plant Equipment Division in Mechanicsburg, Pa., for technical assistance," said Smith.

"The applicable data was conveyed to DLA's Mr. Marvin Plunkett, PLC Technician, who installed a new hardrive in the PLC, restoring electronic command signals to the lathe's motor," added Monroe.

Utilizing the NAMTS Inside Machinist Job Qualification Requirements (JQR), available technical manuals and assembly blueprints, they provided over-the-shoulder mentorship to Stout's repair team. The use of the NAMTS Inside Machine JQR This mentorship provided unique training opportunities through production and the replacement of parts. MRFN Rivera in particular gained an invaluable amount of repair knowledge not previously experienced during his current tour of duty.

"USS Stout's repair team was instrumental in clearing a six-year-old CASREP, conducting restoration efforts of the Navy's oldest CASREP (#18155), JSN ER03-0786, from May 2018. DCC(SW) Kyle Carrero, EMC(SW) Emmanuel Zuniga, HT1(SW) Jason Tetreault and MRFN Bryan Rivera, effectively accomplished self-sufficiency repair efforts restoring the lathes' brake assembly, compound rest assembly, motor, pulley and belt installation and alignments. Using disassembled parts from USS Fitzgerald produced an approximate expense avoidance of \$13,459 for part research and installation efforts and \$8,337 for manufacturing repair parts," said Smith

(The figures are estimates; due to the rarity of the parts and availability of those who know how to fix them, the actual figures are likely far greater.)



"The NAMTS team's actions and support are exactly what our fleet needs. Too many times we get list of 'action items' or 'required parts', without a way to execute the action or source the parts, which are often obsolete. If this is the type of support that NAMTS and Valkyrie provide to our

A new electrical motor is installed in a Clausing AVS 2013 lathe aboard USS Stout, by EMC(SW) Emmanuel Zuniga along with MRFN Bryan Rivera.

ashore managers and project teams, I would ask that we not only keep it up but expand it. Our older vessels face problems like this every single day and I can attest to how much time it takes to get even something as simple as a lathe repair accomplished. In an environment when we need to be training and enforcing lethality, quick response, and a unified readiness on the water-front, it is refreshing to see an agency that is transparent in that goal," shared Topoulos.



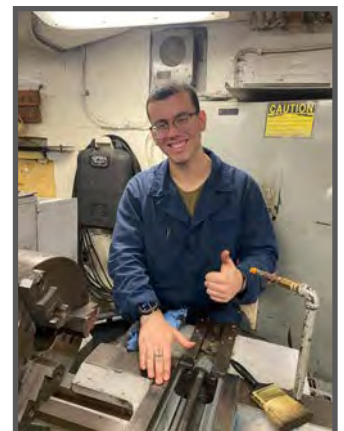
Darrell Monroe, NAMTS Inside Machine SME (West) provides mentorship to MRFN Bryan Rivera aboard USS Stout.

In an email dated March 27, 2024, USS Stout's MRFA Bryan Rivera

shared with contracted NAMTS Program Manager Charlie Lynch, "I send you this email to thank you all for your help and support. It is truly a miracle to finally see my lathe work once again! Thanks to you all, I am able to expand my horizons in my naval career, become an even better machinist and of course accomplish the mission at hand for the US Navy! Not only am I thanking you but all of the people involved in reviving my lathe, the engineering department, USS STOUT and of course, the United States Navy for giving us a better chance looking forward and keeping us in the fight!"

"Team Stout leans into our problems, looking to solve them at the lowest level whenever possible, but welcome training and mentorship to improve our readiness. I personally appreciate the assists and inspiring a young Sailor to keep pushing forward," shared CDR Desmond Walker, Commanding Officer of USS Stout.

"There were a lot of obstacles on this repair project that we usually do not face, but with great teamwork anything is possible," said Webb.



MRFN Bryan Rivera signals the all good sign, after completing start-up maintenance to his newly restored lathe, onboard USS Stout.



East Coast Destroyer Qualifies its First NAMTS Candidate



By Rick Smith, Afloat NAMTS Inside Machinist mentor



USS Jason Dunham (DDG 109) was selected as the East Coast U.S. Navy destroyer pilot for the Navy Afloat Maintenance Training Strategy (NAMTS) program. The ship enrolled Sailors who started into Core Fundamentals followed by skill area Job Qualification Requirements (JQR). Through the NAMTS JQRs, Sailors are afforded the opportunity to enhance their knowledge and skills through the hands-on experience of complet-

ing journeyman-level production tasks. With months of hard work and determination, Jason Dunham has produced its first NAMTS qualifier, DCFN Aaliyah Feeley, of Baker City, Ore.

“NAMTS is making a significant impact across USS Jason Dunham. It is drastically improving our self-sufficiency and more importantly, our self-survivability to operate in contested theaters. NAMTS is giving our Sailors relevant and vital skill sets to master their trades which connects them to our mission and will pay off with advancements and greater career opportunities. Our Sailors desire increased responsibilities and training and NAMTS is the program that is increasing readiness for the fleet and making our Sailors more equipped to win the fight,” shared Commanding Officer, CDR Robert Keller.

Leading the charge, DCFN Feeley is the first Jason Dunham Sailor to have earned the NAMTS Watertight Closure Maintenance Technician NEC (835A). “This NAMTS qualification helped me learn vital skills in keeping watertight doors, hatches and scuttles in good working order. The JQR not only helped me, but it proved most valuable in being able to share knowledge with our Damage Control Petty Officers (DCPO), increasing their knowledge through my experiences. I feel we have a team of experts onboard now,” said Feeley.



During her qualification time frame, the ship experienced a Selected Restricted Availability overhaul, Board of Inspection and Survey inspection, Light Off Assessment Damage Control Material Assessment, Mobility Engineering certifica-

USS Jason Dunham's (DDG 109) DCFN Aaliyah Feeley checks an individually dogged watertight door bushing for proper alignment. (Photo by Rick Smith, Afloat NAMTS Inside Machine SME.)



(L-R): CDR Robert Keller, Commanding Officer of USS Jason Dunham (DDG 109); DCFN Aaliyah Feeley, Jason Dunham's first NAMTS graduate, and Rick Smith, Afloat NAMTS Inside Machinist mentor pose for a photo following the ship's first NAMTS graduation on Monday, April 5, 2024, in Mayport, Fla. (Photo by LTJG Brandon Mauss.)

tions and numerous Continuous Maintenance Availabilities; despite the ship's busy operational tempo, DCFN was committed to learning and managed to advance her learning. While DCFN Feeley was progressing through the NAMTS Watertight Closure Maintenance Technician JQR, the ship also went through the installation of Machinery Alterations (MACHALT) to watertight doors and scuttles, which aligned with the JQR. “The NAMTS Watertight Closure JQR exposed me to the requirements of each MACHALT, clarifying the adjustments and changes to door and scuttle components. Learning these changes during actual installations was perfect timing for the ship,” added Feeley.

“The NAMTS program is a great program that I believe is under-used by the waterfront. The program, if used correctly, will make a huge impact on a Sailor throughout his or her career. The biggest take away from NAMTS is self-sustainability, enabling Sailors to get the training and experience fixing their own equipment,” said Jason Dunham's Command NAMTS Coordinator, DCC(SW) Jason Deblaiso. “DCFN Feeley set the tone and was the first Sailor to qualify in NAMTS on an East Coast destroyer. Her efforts show that hard work and dedication pays off,” he added.

As Jason Dunham prepares for the next deployment, her Sailors know it has become imperative to be prepared not only to conduct self-repair, but also to possess the ability to support potential fly-away teams. With repair agencies and long-distance support becoming more and more restricted in theaters of conflict, a NAMTS-trained fighting force will be the ticket for survivability, sustainability, and most importantly and in true Dunham fashion, delivering Semper Fidelis, Semper Fortis. Always Faithful, Always Strong.



ESG 3 is Committed to Sailor Self-Sufficiency



By Kat Ciesielski, NAMTS Public Affairs



Commander, Expeditionary Strike Group (ESG) 3, Rear Adm. Randall Peck addressed a crowded room during this year's Intermediate Level Maintenance Leadership Summit on April 24, in San Diego, Calif. During his brief, he shared some of the priorities and goals for his command.

Expeditionary Strike Group 3 is comprised of three amphibious squadrons, 16 amphibious warships, one littoral ship squadron, and 16 littoral combat ships. ESG-3 oversees 51 commands, including approximately 18,000 active-duty and reserve Sailors and Marines. Expeditionary Strike Group 3 is postured in support of U.S. 3rd Fleet as a globally responsive and scalable naval command element, capable of generating, deploying, and employing naval forces and formations for crisis and contingency response, forward presence, and major combat operations focusing on amphibious operations, humanitarian and disaster relief and support to defense civil authorities, and expeditionary logistics.

"In concert with what the CNO's priorities are, our top priorities are warfighting and if we're not thinking about material readiness, we're not serious about warfighting. Material readiness is the foundation, an enabler, for warfighters and Sailors to build confidence in their ability to maintain and operate these ships. It creates a competitive advantage in conflict and confident maintainers are confident warfighters," said Peck. "My guidance and priorities for ESG 3 ships and connectors are based on my experience on two CVNs as part of the triad there, an LPD, and a tour at INSURV. If we're not thinking hard about our platforms, our capabilities, and self-sufficiency, we're not serious about what we're doing. I see it as a moral requirement for commanders to get involved and engaged about maintaining their ships if they want the capability when the time comes."

Since the initial NAMTS brief held in August 2023, all of ESG 3's amphibious ships are now NAMTS Afloat Training Activities, and Peck continues to encourage advancements in Sailor professional development and readiness within the Navy.



Representatives with the NAMTS program met with ESG3 leadership on April 22. L-R: Kevin Bond, Rear Adm. Randall Peck, Charlie Lynch, Daniel Spagone, Gerald "Jerry" Schrage, Tim Jones, Capt. Eric Ruiz, Quentin Taylor, and Phil Simpson. (Photo by Kat Ciesielski.)

Rear Adm. Peck's Priorities for ESG 3:

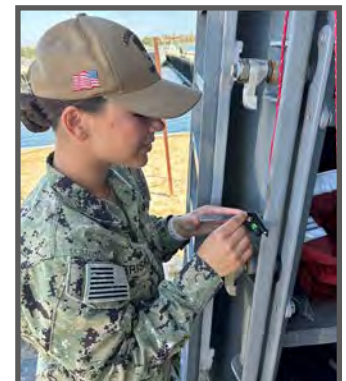
1. Excellence in 3-M program management
2. Full support to Fleet Maintenance Effectiveness Reviews (FLEETMERS)
3. Leverage the NAMTS program to fill the gaps in training and expertise onboard our ships
4. Application of 5S to improve efficiency for our Sailors

"NAMTS is probably the easiest waterfront organization to use, leverage, and to learn from."

-Rear Adm. Randall Peck, April 24, 2024
I-Level Leadership Summit



Commander, Expeditionary Strike Group 3, Rear Adm. Randall Peck, addressed a crowded room during this year's Intermediate Level Leadership Summit on April 24, in San Diego. (Photo by Kat Ciesielski.)



An Expeditionary Strike Group 3 Sailor from Assault Craft Unit 1, Damage Controlman 1st Class Dana Briski, who is enrolled in the NAMTS Watertight Closure Maintenance Technician JQR, conducted a twist inspection using NSTM 600 Volume One's Section 600-2.5 Knife Edge Inspection using the String Method (left) and conducted a knife edge height inspection of a quick acting watertight door IAW MRC 1671/008 Q-5 (right) in March. (Photos by Ramir Pulido.)



SERMC Sailor Spotlight on the NAVSEA Sailor of the Year



By Scott Curtis, SERMC Public Affairs



MAYPORT, Fla., - Southeast Regional Maintenance Center (SERMC) Hull Maintenance Technician 1st Class Petty Officer Jennifer Schleuning credits the Navy Afloat Maintenance Training

Strategy (NAMTS) with helping her become a better, more well-rounded engineer and leader.

Schleuning enlisted in the Navy in July 2007 as a 26 year-old mother and wife. At sea, she served aboard USS George H. W. Bush (CVN 77), USS Frank Cable (AS 40) and USS The Sullivans (DDG 68). Her shore duty included a successful recruiting tour in Chicago, but until she got to SERMC she hadn't been formally introduced to the NAMTS program.

"Our goal at SERMC is for each Sailor to earn a NAMTS NEC, if not multiple NECs," said Capt. Justin Dowd, SERMC Commanding Officer. "NAMTS qualified Sailors return to the fleet a more skilled technician, and serve as a force multiplier by training Sailors at their next command."

Schleuning is the Quality Assurance department's leading petty officer and is the only military non-destructive testing (NDT) inspector at SERMC. Her duties as an NDT don't have equivalent NAMTS qualifications, so she chose to pursue something within the Hull Technician area, and earned her NAMTS Pipefitter Navy Enlisted Classification (NEC) recently.

"All of our Sailors have a primary job, but NAMTS offers an opportunity to become better engineers by working in different areas that are outside of their specialty. An analysis shows that Sailors who complete NAMTS qualifications in hull, mechanical, and electrical ratings scored higher on advancement exams than their peers who lacked RMC/shipyard on-hands training," said Osbert "Teek" Teekasingh, the regional NAMTS coordinator at SERMC.



WASHINGTON (April 11, 2024) Vice Adm. James P. Downey, commander, Naval Sea Systems Command (NAVSEA) (left) announced Hull Technician 1st Class Jennifer Schleuning from Southeast Regional Maintenance Center, Jacksonville, Fla. (second from left) and Machinist Mate 1st Class Matthew Lipscomb from Puget Sound Naval Shipyard, Everett, Wash. (second from right) NAVSEA Sailor of the Year (SOY) for the active duty and reservist categories. NAVSEA's senior enlisted Sailor Command Master Chief Blake G. Schimmel (right). As NAVSEA's top enlisted Sailors Schleuning and Lipscomb will now compete for the Navy's highest enlisted awards, Chief of Naval Operations Shore and Reserve SOY.

"Sailors first, mission always' is what I like to say, from my ship hull maintenance work and inspections to mentoring Sailors on the deck plates, I take pride in helping our Navy by promoting retention and demonstrating that the NAMTS program fosters excellence," said Schleuning.

"Coming from a small-town family in Illinois, I am honored to be a part of the Navy warfighting team delivering combat-ready ships and Sailors to the Fleet," Schleuning concluded. Schleuning has orders to the future USS Nantucket (LCS 27).



HTC (Sel) Jennifer Schleuning, OPNAV Shore Sailor of the Year for 2023



Above: Hull Technician 1st Class Petty Officer Jennifer Schleuning sprays penetrant on an upper platform for a ship's brow while conducting non-destructive testing at Southeast Regional Maintenance Center (SERMC) in Mayport, Fla.

Below: Hull Technician 1st Class Petty Officer Jennifer Schleuning measures cracks that are normally invisible to the naked eye on an upper platform for a ship's brow while conducting non-destructive testing. Schleuning was selected as OPNAV Shore Sailor of the Year for 2023. (Photos by Scott Curtis, SERMC PAO.)





MARMC NAMTS Sailor Rises to the Challenge



By Kat Ciesielski, NAMTS Public Affairs



Mid-Atlantic Regional maintenance Center's (MARMC) Machinery Repairman Third Class Colson Matthew Cadore, from St. Patrick Parish, Grenada, was recently

asked to rise to the challenge of machining a pump shaft for a ship. From using blueprints to machining the shaft, MR3 Cadore executed the task at hand with patience, precision, and grit.

In early June, a destroyer submitted a job to Code 900 Production Department to repair a seawater service (SWS) pump. After inspection, the pump shaft needed to be replaced, but the lead time to procure a new SWS pump shaft is over 30 weeks and costs over \$30K. The Inside Machine Shop took on the job to manufacture a new pump shaft from bar stock on their shelf.

"Our MRCs assigned the job to MR3 Cadore, who started with a set of drawings, a piece of square bar, creativity, and a lot of motivation. C900 had not machined a shaft this complex from scratch in a long, long time," said Commanding Officer of Mid-Atlantic Regional Maintenance Center (MARMC), Capt. Jay Young.

"We chose MR3 Cadore for this particular job because of how close the tolerances are; he's also one of our newer MRs and we're trying to get our team to working like we used to back in the early 2000's. Since 'A' School is much shorter, we're working on making more of the training based on what our Sailors haven't yet had the opportunity to learn here," said Machinery Repair Chief Wyatt Pearson, Leading Chief Petty Officer for Code 941.

MR3 Cadore drew his own blueprint which was certified to be correct. "We gave him processes on how to get the job done, but we also told him that there's other ways to do it to get to the same result. He used some of his own creative ways to make the shaft," added Pearson.



Prior to producing the shaft, Cadore Machinery Repairman Third Class Colson Cadore (left) and Machinery Repairman Second Class Gabrielantonio Cruz review a shaft drawing at Mid-Atlantic Regional Maintenance Center on June 25. (Photo by Kat Ciesielski.)



Mid-Atlantic Regional Maintenance Center's (MARMC) Machinery Repairman Third Class Colson Cadore smiles for a photo featuring the pump shaft he recently machined from a piece of square Monel bar. (Photo courtesy of MARMC Commanding Officer, Capt. Jay Young.)

also had to machine tools to be able to complete the job. "A few of the tools that we needed to fabricate in order to make the shaft was a radius tool and an insert. Now we have them to use for future projects. We can now make these shafts frequently, assigning it to different people who can gain the experience and we'd be saving the Navy a lot of time and money," said Cadore. "I'm part of a great team and everybody contributes in different ways. We all pitch in and bring something to the group and we all use those things to better ourselves, so it's definitely a team effort," he added.

"I asked MR3 Cadore how long it will take him to make another SWS pump shaft. He said one week; and now we have an entirely new capability that we did not have two weeks ago," said Young.

MR3 Cadore is currently enrolled in the NAMTS Inside Machinist job qualification requirements (JQR) at MARMC, his first, post boot camp duty station. Upon completion of the JQR and the passing of an oral board, Cadore will be awarded his NAMTS Inside Machinist Navy Enlisted Classification (NEC). When he's through with NAMTS Inside Machinist, he plans on earning his NAMTS Watertight Closure Maintenance Technician NEC. Always in search of knowledge and opportunity, he then plans on enrolling in either the NAMTS Pump Repair Technician or NAMTS Valve Repair Technician. Cadore also holds a Bachelor's Degree in environmental health and an Associate's Degree in mechanical engineering from institutions abroad.

Cadore joined the U.S. Navy in August 2022, to see the world and he is also on the cusp of becoming a U.S. citizen through the naturalization process. "Serving in the Navy while earning citizenship has been a pleasure and it's been very beneficial. I've learned new things and met people from all different cultural backgrounds. I'm looking forward to the opportunities ahead," said Cadore.

MR3 Cadore's positivity, strong work ethic and desire to learn are seemingly contagious and he is eager to tackle future challenges head on!



I-Level Maintenance Leadership Summit



By Chris Laporte, CNRMC Code 910 I-Level Production Manager



Annually, in support of the Surface Ship Intermediate Level Maintenance Perform to Plan (P2P), CNRMC Code 900 conducts an I-Level Maintenance Leadership Summit. The summit brings all the Regional Maintenance Centers' (RMC) I-Level leadership together to share and discuss collective and unique issues faced in the enterprise. This year's summit was conducted April 23-25, in San Diego, Calif.

Present this year were representatives from all seven RMCs (FDRMC, Hawaii RMC, Japan RMC, Mid-Atlantic RMC, Northwest RMC, Southeast RMC and Southwest RMC), along with SEA21 and the NAVSEA technical community including subject matter experts in composite materials, innovative corrosion inhibitor products and processes, coatings, including powder coating and fluidized bed coating. Discussion included: Production/Repair Lessons Learned, Best Practices, Sailor Professional Development, Strike Force IMA, Expeditionary Maintenance and Warfighting Readiness.

Some highlights included:

- CNRMC C900 I-Level Maintenance Director, Dan Spagone, opened the I-Level summit with an emphasis on Get Real, Get Better and learning about the tools and processes available to individuals and utilizing them to enhance performance and I-Level Maintenance effectiveness in developing journeyman Sailors while maintaining surface ship material readiness.
- Rear Adm. William Greene provided a brief overview of North Star 75, articulating the Navy's strategic priorities towards achieving 75 mission capable ships, 96 capable ships, and 90% on-time completion of ships in CNO availabilities by 2027, underscoring the essential role of timely and budgeted maintenance.
- Capt. John Bauer from Southwest RMC set the stage with his opening remarks underscoring the principles of Stand-



(L-R): Gerald "Jerry" Schrage, Kevin Bond, Charlie Lynch, and Tim Jones take a moment during the I-Level Summit for a photo. (Photo by NAMTS Public Affairs.)



CNRMC C900 I-Level Maintenance Director, Dan Spagone, addresses summit attendees on April 24. (Photo by NAMTS Public Affairs.)

ardization, Maximized Performance, and the pivotal responsibility I-Level shoulders for mission success, highlighting the profound impact of our role on global freedom.

- Rear Adm. Peck delved into the core of ship self-sufficiency, stressing the foundational role of I-Level enabling warfighters, and advocating for excellence in 3M program management, leveraging NAMTS, and employing Define, Measure, Analyze, Improve, Control (DMAIC) for problem-solving
- State of the Command briefings were provided from the RMCs; the briefings encapsulated a comprehensive analysis of notable achievements, current status, details, and roadblocks and hurdles, collectively outlining a roadmap for sustained operational excellence.
- Demonstration tables were set up to display NSWC, Carderock composite products, ACL Fluidized Bed coating process, Ship-2-Shore CPC-500 Products, and NAMTS Sailor Professional Development program successes..
- Sailor Professional Development Program Managers provided insights into NAMTS updates to include wins and hurdles of each RMC. They stressed the importance of intra-RMC communication and Chief's Mess buy-in.
- Day two concluded with shop tours at SWRMC, showcasing cutting-edge technologies and operational insights. Shop tours included: laser ablation, pump test stand, J-Bar davit test stand, diesel parts flood recovery, and demonstration of the fluidized bed with associated ACL brief.

Next year's summit is tentatively scheduled for the spring in Mayport, Fla.



President of Automatic Coating Limited, Brad Bamford, center, talks about the process of coating watertight doors during a shop tour at Southwest Regional Maintenance Center on April 24. (Photo by Tim Jones.)



NAMTS: Past, Present, and Future



By Gerald "Jerry" Schrage, Sailor Professional Development Manager and Kat Ciesielski, NAMTS Public Affairs

PAST

The Navy Afloat Maintenance Training Strategy (NAMTS) program was established in 1996, by the Chief of Naval Operations 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 of the program 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.

The NAMTS program saw its inaugural graduates in 1998, with the first graduating class consisting of Sailors stationed at what was then called Shore Intermediate Maintenance Activity (SIMA), Naval Base San Diego. SIMA, San Diego is now known as Southwest Regional Maintenance Center (SWRMC).

The inaugural class was comprised of four Sailors, enrollees in the NAMTS Pump Repair Technician Job Qualification Requirements (JQR). They were GSM2 Richard Omengan, MM1 Mark Gwiner, MM1 Luke Harsch, and MM2 Robert Zimmermann. In addition to Pump Repair, the program offered seven additional job qualification requirements in which Sailors could enroll.

Despite its purpose and appeal, the program struggled to grow. Over a decade after its inception, in October 2010, the deteriorating program was moved from San Diego, Calif. to Norfolk, Va., where Commander, Naval Regional Maintenance Command (CNRMC) assumed the role as manager of the NAMTS Program. CNRMC's Director of Intermediate Level Maintenance, Daniel Spagone, has since grown the program from eight to 26 JQRs, which includes four submarine auxiliary JQRs.

In 2015, 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.

The program aboard these ships is managed by a senior enlisted member or junior officers designated by the Commanding Officer as the Command NAMTS JQR Coordinator. Additionally, CNRMC NAMTS contractors (Afloat NAMTS Coordinators (ANC)) assist the ships with program management. CNRMC also provides NAMTS Afloat Mentors to assist with



(L-R): Cedric Ridley, Regional NAMTS Coordinator; Quinten Taylor, Afloat NAMTS Lead West; Phil Simpson, Afloat NAMTS Coordinator; MM2 Angeline Soto; MMCS Mi Tang; HT1 Patrick Edmond, MM2 Emmanuel Chicas; Kevin Bond, contracted Assistant NAMTS Program Manager; MM1 Raymond Smelley; Charlie Lynch, contracted NAMTS Program Manager; MM2 Daniel Pedroza; Daniel Spagone, CNRMC Director of I-Level Maintenance; MM1 Jonathan Smith; Rob Zimmerman, inaugural NAMTS graduating class and currently with PMS 407; MM1 Axel Mejiacordon; Richard Omengan, inaugural NAMTS graduating class and currently a NAVSEA/CNRMC Shipbuilding Specialist; and MMC Giovanni Sison.
(Photo taken on April 24, 2024, at Naval Station San Diego by SWRMC Public Affairs.)

the over-the-shoulder technical assistance in conducting production work in support of completing the JQRs.

PRESENT

Currently, the NAMTS program has a well-established presence at shore-based facilities Mid-Atlantic Regional Maintenance Center (MARMC), Southeast Regional Maintenance Center (SERMC), Southwest Regional Maintenance Center (SWRMC), Hawaii Regional Maintenance Center (HRMC), Trident Refit Facility, Bangor, Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF), Everett, in addition to 46 NAMTS Afloat Training Activities in the fleet, on CVN/LHD/LHA/LPD/LSD/AS/DDG/CG ship classes. There are currently over 3,700 Sailors throughout the fleet enrolled in the program.

Ashore Regional NAMTS Coordinators and Afloat Mentors guide Sailors through the NAMTS program providing everything from administrative help to over-the-shoulder mentorship.

One recent, huge win for the program occurred in March when NAMTS team members helped clear the Navy's oldest CASREP in which a lathe aboard a ship had been inoperable for over six years. (See page three for that story!)

Two of the four original NAMTS graduates still support our fleet from San Diego to this day. Zimmerman supports the Surface Ship Modernization Program Office, PMS 407, and Omengan supports NAVSEA/CNRMC as a Shipbuilding Specialist.

When talking about how earning Navy Enlisted Classifications (NEC) made him a better Sailor, Zimmermann said, "Earning NECs made me a better Sailor because it enabled me to self-assess and repair pumps while the ship was at sea. I became self-reliant and I was able to train other Sailors; this helped us all with qualifications and advancements."

"I think earning that NEC made me a better Sailor because I



NAMTS: Past, Present, and Future



was able to apply and share the knowledge learned when I went back to sea duty. It really felt good when you fixed your own equipment without getting assistance from an outside source,” added Omengan.

Since the program’s inception, 12,264 Sailors have earned 9,968 NAMTS NECs.

FUTURE

To understand the future evolution of NAMTS, it is important to understand the current structure of the Naval Enlisted Engineering Training program. In 2017, the Navy decided to re-structure “A” School training, shortening the length of the school so that Sailors can get to the fleet faster. Navy “A” School focuses more on what Sailors need to know to be successful during their first tour. Additional training then takes place over the course of the rest of their career in the Navy. With the changes being implemented at “A” Schools, the time spent there was reduced by 30%.

As noted in the Surface Warfare Engineering School Command website (<https://www.netc.navy.mil/SWESCGreatLakes>), all newly Engineering accessions begin their careers with Engineering Professional Apprenticeship Career Track (E-PACT), a 34-day course designed to teach all engineering rates the basic skills necessary to assimilate rapidly into a shipboard engineering environment upon arrival to their first ship. While a small percentage of these Sailors transfer to the fleet as undesignated Firemen, most will continue to a more specific rate-based training in one of eight engineering “A” Schools. Rating “A” Schools range in length from 9 to 41 days of training. On average, a rated Sailor attending the Engineering accession pipeline will receive approximately 40% classroom-based training and 60% hands-on experience in which the knowledge gained in the classroom is applied.

The approximately 4,000 Active Duty and Selected Reserve Sailors enrolled in the NAMTS program at the 60-plus shore and afloat commands that offer NAMTS are provided mentorship in the accomplishment of tasking that expands upon the initial apprenticeship training Sailors receive when they attended their “A” School. NAMTS provides Sailors with increased knowledge and theory-based instruction and the



BM2 Alpha Yee inspects and lubricates a flush and ramped low profile (RLP) steel watertight hatch and scuttle (quick-acting) and prepares to perform a test procedure. His step-by-step actions per a maintenance requirement card (MRC) were recorded by videographer, Paul Del Signore, for the development and production of job performance aids (JPA) to be used by U.S. Navy Sailors. (Photo by Darius Mitchell.)



Screenshot of a Job Performance Aid on milSuite's milTube.

necessary “sets and reps” the Sailors require to become proficient as Journeyman-level technicians in the fleet.

To provide Sailors with the best available tools to improve upon their apprenticeship skills, NAMTS is researching new technologies to assist the Sailors. These new technologies include Job Performance Aids (JPA), which are military YouTube-like videos, Virtual Reality (VR), Augmented Reality (AR) and Mixed Reality (MR) applications. In 2023, CNRMC worked with Fleet Forces Command (FFC) and Commander, Naval Surface Forces (CNSL) N4 staffs to develop 103 JPAs that provide maintenance and repair training for watertight closures and corrosion control applications. These JPAs are currently available on the milSuite website at <https://login.milsuite.mil/>.

Additionally, CNRMC is researching various VR, AR, and MR applications for utilization with NAMTS. Thanks to the recent growth of consumer-grade virtual environment devices, the new reality type training applications have become much more available. Recent advances in these technologies also support the creation, application, evaluation, and delivery of interactive VR, AR, MR applications. Numerous VR, AR, and MR applications are being utilized for civilian and military training. Conventional military and civilian training happens in physical setups such as classrooms and laboratory spaces through presentations and hands-on practice. However, when enhanced naval engineering training applications are required, it is oftentimes hard to find the applicable work to ensure Sailors received the prerequisite hands-on experience needed for Sailors to improve their skills. The new virtual environment technologies make it possible to provide real-world training through virtual environments while providing effective training experiences.

In an effort to support the North Star 75 endeavor, NAMTS is continually researching opportunities for Sailor professional development. Although nobody knows for certain what the future will hold, NAMTS will certainly continue to adapt, evolve, and grow to fit the needs of our Sailors and our fleet.



NAMTS Prepares Sailors for Advanced Schooling



By Rick Smith, Afloat NAMTS Inside Machinist mentor



A Florida Sailor learned of a professional opportunity available to him and grabbed at the chance to improve himself. Machinery Repairmen Second Class (SW) Nathan Terry, currently stationed aboard USS Lassen (DDG 82), homeported in Mayport, Fla., learned that Southeast Regional Maintenance Center (SERMC) actively provides Machinery Repairmen (MR) mentorship in the NAMTS Inside Machinist Job Qualification Requirements (JQR). Upon witnessing

weekly mentorship in the various curriculum areas of machine shop equipment and practices, Petty Officer Terry requested enrollment into the Navy Afloat Maintenance Training Strategy (NAMTS) program, with the intention of preparing for his upcoming time scheduled for MR “C” school assignment.

Once enrolled in the NAMTS Inside Machinist JQR, Afloat NAMTS mentor and retired Master Chief Machinery Repairman Rick Smith approached MR2 Terry to discuss a mentorship plan. Over the next several months, they worked through a combination of theoretical discussions of machine shop repair principles, equipment operation, and finally the fabrication of various projects.

In early 2024, MR2 Terry left for MR “C” School and very quickly realized how much he benefited from his time with Smith. “The advanced machinist course curriculum at MR ‘C’ school is very mathematically heavy and the machining processes challenged my knowledge of the MR rating. I don’t know how I could have completed the course as well as I did if it had not been for the prior NAMTS Inside Machine mentorship,” said Terry. Upon completion of “C” school, Petty Officer Terry returned to SERMC,

sharing how the NAMTS Inside Machinist JQR provided him confidence and experience in the computation of formulas while applying theory to actual manufactured projects. “Today, I feel more prepared than ever for my future First Class Petty Officer advancement exam,” added Terry.

MR2(SW) Nathan Terry measures the Vertical Turret Lathe (VTL) water tight scuttle foundation bolts for proper spacing prior to machining operations. (Photo by Rick Smith.)



The resulting degree of Petty Officer Terry’s significant progress, in all areas of the advanced machine shop schooling, clearly validated the benefit of NAMTS training prior to reporting to “C” school. The impact of having practical previous knowledge of educational material provides a Sailor an advantage in comprehending various theories of repair. In MR2 Terry’s case, it was also beneficial to have been exposed to a program that introduces new ways to prepare for classroom environments,

as well as improved problem-solving capabilities. A machinist knows that when dealing with complex, integrated engineering challenges, having the ability to view these issues from different viewpoints results in the production of precision, quality parts. MR2 Terry took the initiative to prepare himself for advanced schooling through applying NAMTS program initiatives. The outcome of this mentorship witnessed MR2 Terry’s graduation from Machinery Repairman “C” School with honors. In early June, he also successfully completed his oral board and earned his NAMTS Inside Machinist NEC.

The U.S. Navy has invested extensively in the development of skilled Machinery Repairmen who are ready to deploy, delivering quality machine tool operators whose primary job is to utilize machine tools to create repair parts for various systems. The use of NAMTS Inside Machinist JQRs as a pre-school warm-up initiative, has begun to reveal a new generation of Machinists, that will ultimately be the definition of mission readiness!

MR2(SW) Nathan Terry presets a precision boring head for predetermined phonographic finishes. (Photo by Rick Smith.)



MR2(SW) Nathan Terry measures the water tight scuttle seal area prior to manufacturing a new retaining ring as Rick Smith, Afloat NAMTS Inside Machine mentor provides guidance. (Photo by MR1(SW) Zachery Eisenhower.)





Topside Preservation



By Gerald "Jerry" Schrage, Sailor Professional Development Manager and Kat Ciesielski, NAMTS Public Affairs

The U.S. Navy spends billions of dollars on the research, design, and construction of new vessels — and the costs do not end once the ship is out of the shipyard. Most individuals unfamiliar with required maintenance aboard our naval vessels tend to assume maintenance as fixing equipment and weapons systems and battle damage but there's actually a much more mundane and even more inevitable enemy to deal with —RUST.

The combination of iron, water, and oxygen will always result in rust, and if left alone, it can damage a ship enough to shorten its service life. Add salt into the mix and the process speeds up, making rust maintenance a constant effort for Sailors all over the world. The U.S. Navy spends billions of dollars annually on fighting rust — not only on the ships themselves but also on the helicopters and fighter jets that travel on them.

To make matters worse, it is not a problem that is likely to go away anytime soon. Though there are multiple conferences, foundations, and organizations dedicated to the research and development of anti-rust solutions, there is no low-effort, low-cost, and time-effective product in existence yet.

Corrosion mitigation maintenance processes are normally not easy. Historically, Sailors needed to prepare areas by wiping them with water and rags and then using a needle gun to dislodge rust from the ship's surface. Next, they had to wipe it down again and use a sander to remove the rough edges. After wiping the area down yet again, Sailors apply two coats of primer and then sand it down to create a level surface. Finally, after hours of work having already been completed, they can add the special rust-resistant paint that helps to protect the metal from the elements. But this is just the regular work that Sailors need to keep up while they are at sea. When ships go to port or the dry dock, even more intense repairs are carried out to undo the rust's damage. When crews don't stay on top of preservation tasks, they can end up with degraded decks and bulkheads and a lot more work on their hands the next time they dock.

It's not just the parts of a ship that stay underwater that are susceptible to rust. The hull, the decks, and the fighter jets on a carrier — all of them are constantly met with salt spray that can and will cause rust. So when one thinks about how big today's ships are, how rust appears just about everywhere, and the process required to get rid of it, keeping a ship pristine seems almost impossible.



Left: Stuffing tubes and conduit aboard USS Iwo Jima (LHD 7) showing severe degradation due to corrosion. The image below shows the same area after the application of Sailor Putty. (Photos by Darrohn Bickford.)



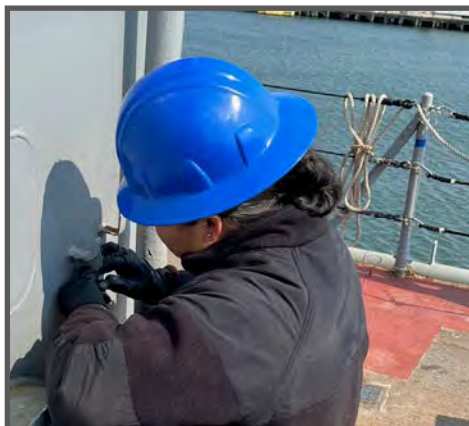
With extensive man hours, expensive paint, dry-dock visits, and so much more going into the fight against rust, it's no wonder that it costs the Navy a staggering amount of money. But since building ships out of wood is longer an option, there is nothing to do but keep up the work.

Over the last year or so, Type Commands (TYCOM) have made strides in the fleet's corrosion control efforts thanks to new technology initiatives. Through events such as the American Society of Naval Engineers' MegaRust, an annual symposium dedicated to Navy corrosion issues, government and commercial entities have been able to establish mutually beneficial partnerships. Ship 2 Shore (S2S) and Automatic Coating Limited (ACL) (see the following story on how ACL is helping the fleet) are two commercial entities with which the Navy has partnered.

S2S has recently been invited aboard several ships in the following areas: Norfolk, Va.; San Diego, Calif.; Everett, Wash.; and Sasebo, Japan, where they have been helping Sailors quickly and efficiently mitigate rust. For over two decades, S2S has been protecting marine assets belonging to the Royal Canadian Navy and the Canadian Coast Guard. In 2022, after months of rigorous testing, S2S CPC 500 was qualified under MIL-PRF 16173E as a corrosion preventive compound and was officially accepted as a supplier to the U.S. Department of Defense.

Using S2S' U.S. Naval Assets Topside Corrosion Mitigation Program (TCMP), ships are seeing immediate and sustainable results. S2S' Erik Bergvinson and team have been providing materials and training on the application of their MIL-PRF 16173E corrosion preventive compounds.

S2S personnel customize each topside preservation course to focus on the preservation needs of each ship on which they visit; demonstrations and instruction is designed to be completed in one day and is provided to Sailors aboard their own ships. The program is employing the use of kits containing a variety of products and applicators used to combat corrosion that when utilized properly, mitigates and inhibits corrosion. The products are non-toxic, safe, easy to apply, and long-lasting, but are not considered a permanent repair. The starter kits are often utilized by the ships and they are comprised of multiple products including Polysiloxane paint and cartridges, Fiberglass Stain remover



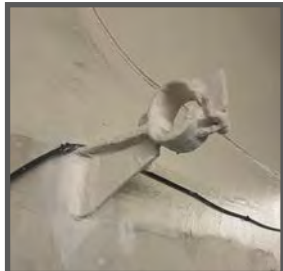
Seaman Mariana Martinez of Salem, Oregon, applies Sailor Putty to a corroded bracket on USS Tortuga (LSD 46) on May 18, 2023. (Photo by NAMTS Public Affairs.)



Topside Preservation



For the four photos across the top of this page taken aboard USS America (LHA 6): Fiberglass Stain Remover was used to clean all rust stains. Corroded areas were manually treated with a wire brush. Sailor paste was coated only on those corroded areas. All hangers, support brackets and pipes were wrapped in Sailor Putty. The entire bulkhead was scoured and the ship then supplied paint to roll on a coat. (Photos by Erik Bergvinson)



(FSR), airless sprayers, and Sailor putty. Sailors are instructed on how and when to apply the products to various systems and structures according to their Planned Maintenance System (PMS) and how to correctly document the work being done.

Through the program, there are two levels of instruction and certification that can be provided. Level 1 is geared towards Applicators and Level 2 is geared towards Supervisors. Each Sailor is instructed on how and when to apply CPC 500 Sailor Putty Corrosion Inhibitor to various systems and structures as part of their Planned Maintenance System (PMS). Supervisors are instructed on how to properly manage S2S preservation projects, how to provide feedback to NAVSEA for process improvement, and how to keep records of these fixes.

Ship visits are tailored to each ship's preservation and corrosion control needs. The S2S U.S. Naval Assets Topside Corrosion Mitigation Program has been so successful that the Navy is investing in expanding the program to be offered to U.S. Fleet Activities in Sasebo, Japan; this started this past November. The preservation program includes a one-year supply of Ship 2 Shore products, five days training Sailors, and 3D 360° scanning of non-sensitive topside areas using Cupix innovative software technology. Scanning occurs at the beginning of the training period, and again on the last day, post corrosion mitigation. The data collected in these scans includes remediation instructions, pictures and

videos. It is provided to CNRMC, TYCOM and the ship and is held in a single repository in order to track and monitor the condition of the ships for maintenance planning and scheduling.

Ship 2 Shore is shown to cut maintenance costs by up to 75%, largely owing to the fact that they require minimal surface preparation and no sandblasting. This cost savings rises significantly when treating confined spaces. Float coating or spraying of internals can be completed within days instead of months, at a greatly reduced cost. Its ease of application also allows for Sailors to mitigate corrosion on an as needed basis.

The fleet is also taking advantage of new technology through the use of Cupix 3D mapping technology, which provides a spatial digital twin map platform. Using Cupix to do an initial scan of the ship, the worst areas are identified and documented. Then the team, working with ship's force and designated contractors, mitigates the rust and corrosion with S2S CPC-500 products and paint. They are available in liquid bulk, paste, wraps, wipes and infused into EPDM rubber for an innovative new gasket material (patent pending). Due to their longevity, ease of application and non-HAZMAT attributes, these products are proven to be an effective solution for corrosion mitigation on navy vessels. They have been tested and approved for shipboard use by the NAVSEA technical community.

During the corrosion mitigation process, pictures of the Sailors and contractors doing the work is documented. Following completion of the work, Cupix is once again used to rescan the ship. This provides a reference to track how well the products do as well as provide predictive analytics for any major maintenance that has to happen in the future. Cupix can and should be brought in again later to scan and monitor on a periodic basis to track the material condition of the ship.

In November 2023, corrosion control mitigation work was done aboard USS Iwo Jima (LHD 7). The Port Engineer had submitted a corrosion control assistance request estimated at \$15M that S2S and ship's force were able to remedy in three days at a fraction of the cost.

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



Ship 2 Shore, Inc. representatives conduct a demonstration of the application of Mil-Spec material on bulkhead corrosion areas on October 20, 2022, aboard USS New York (LPD 21). (Photo by Kat Ciesielski.)



ACL Establishes Facility to Better Support the U.S. Navy



Article and photos by Kat Ciesielski, NAMTS Public Affairs

If you have been around ships, you are likely familiar with needle guns and grinders; while they have their uses, recent years have brought on superior, more efficient equipment for our Sailors to utilize against corrosion. There are several initiatives Commander, Navy Regional Maintenance Center (CNRMC) has deployed to help keep rust at bay; among them include Automatic Coating Limited's (ACL) Fluidized Bed Machine.

ACL is a technologically advanced custom powder, liquid, and corrosion coating industry leader headquartered in Toronto, Canada and they have recently established U.S. operations in Suffolk, Va., to support an existing contract with the U.S. Navy as well as expand with new industrial and commercial customers in the U.S. ACL has contracts in place with the Navy for which it uses patented processes for corrosion preventive coatings on an array of components that includes watertight doors, hatches, scuttles, and louvers.

In April 2018, the Navy Afloat Maintenance Training Strategy (NAMTS) Industrial Plant Equipment (IPE) team members facilitated the acquisition, installment, operational testing and acceptance of the first fluidized bed powder coating machine for the U.S. Navy. It was certified on April 26, 2018, for use in the Southwest Regional Maintenance Center (SWRMC) corrosion control shop.

Plans are in place to establish an additional fluidized bed powder coating machine at Mid-Atlantic Regional Maintenance Center (MARMC) in Norfolk, Va., in 2025, potentially followed by another unit at the Ship Repair Facility and Japan Regional Maintenance Center (SRF-JRMC) in Yokosuka.

ACL's Tidal Coat System is widely deployed by U.S. Navy destroyers as well as three classes of Canadian ships. The Tidal Coat System is a dual immersion polymer powder process that provides an unprecedented five-year limited warranty on the coatings. These pieces however will provide a ten plus year life cycle on parts. The Tidal Coat System is an extremely durable fusion bonded multi-layer process designed to encapsulate the weldment or casting and uniformly cover inaccessible areas where all other coatings fail.

The fluidized bed powder coating machine improves the longevity of the primer and topcoat application while simultaneously reducing process cycle time compared to traditional methods. Since its installation, SWRMC's fluidized bed machine has coated over 1,000 watertight fixtures, providing high quality coated fixtures for the RMC. The real value of the new process is that each coating will last up to ten years as opposed to having to be serviced approximately every 3 years.

ACL has coated thousands of super structure components for the defense industry.



This process has greatly reduced corrosion, saving millions of dollars in maintenance costs.

Among the first pieces from MARMC to be tidal coated in the new Suffolk ACL facility.



L-R: Executive Director, Navy Regional Maintenance Center Eric Lind; Chief Executive Officer, Automatic Coating Limited Jocelyn Bamford; President, Automatic Coating Limited Brad Bamford; and Director, Intermediate Level Maintenance (C900) Dan Spagone, Sr., as Spagone discusses potential savings opportunities for the Navy on December 15, 2023.

In addition, ACL has successfully coated thousands of undersea warfare components. Some of these components, which are constantly submerged in seawater, have been in use for over 20 years. ACL applies approved military specification coatings and has completed major projects for the U.S. and Canadian Navies.

"This is the next step in the evolution of our company and will deliver a local and made-in-America presence to our patented Tidal Coat System. This will assist the U.S. Navy in their North Star 75 project and will save the Navy millions of dollars in cost avoidance and extended life cycle of parts," said Jocelyn Bamford, chief executive officer of Automatic Coating Limited.

Brad Bamford, president of Automatic Coating Limited, added, "We are looking forward to furthering the incredible partnership with the U.S. Navy which has been fostered over the past 25 years."

"We've been working with ACL for several years now, and their coatings are truly superior. In addition, their ability to find solutions for common corrosion challenges like reusable bolts or pucks that go on the back of doors to prevent coating damage is impressive," said CNRMC Director of I-Level Maintenance, Daniel Spagone, Sr.



(L-R) ACL Quality Manager, Andre Williams-Nelson; Executive Director, Navy Regional Maintenance Center Eric Lind; CNRMC Intermediate-Level Production Manager, Daniel Spagone, Sr.; and President of Automatic Coating Limited, Brad Bamford as Bamford describes capabilities within ACL's newly established Suffolk, Va. facility.



NAMTS NATA Team Called to Japan for Assistance



USS New Orleans (LPD 20) recently had an unscheduled maintenance period come available and Navy Regional Maintenance Center's Executive Director, Eric Lind, and CNRMC's Director of Intermediate-Level Maintenance, Dan Spagone, Sr., suggested a Navy Afloat Maintenance Training Strategy (NAMTS) visit taking advantage of subject matter expertise in a variety of areas to include electrical, inside machine, structural repair, outside machine, and damage control. In addition to New Orleans, the NAMTS team had hoped to visit three other ships that were also in port at the time. Due to scheduling changes, visits were conducted on three ships; two of them, New Orleans and USS Green Bay (LPD 18) are where the team spent the majority of their time during the approximately two-week visit.

Two of the four ships, USS America (LHA 6) and USS Rushmore (LSD 47) have existing NAMTS Afloat Training Activities (NATA). Formal briefs were conducted with New Orleans' and Green Bay's chains of command about the NAMTS program and how a command becomes a NATA.

USS America got underway on the first day of the NAMTS visit and returned the day before the NAMTS team departed. Understandably, the NAMTS team had minimal interaction with the ship, but the Port Engineer and Chief Engineer expressed their wish for the NAMTS team to return when the ship is in port so they can take advantage of the resources provided by the program.

USS Rushmore was in port but going through a light off assessment (LOA), so they were quite busy and unable to accommodate a visit from the NAMTS team. However, the NAMTS team was able to conduct a formal brief with the Commanding Officer, who was eager to reemphasize the importance of NAMTS to his Sailors. Although only aboard the ship briefly, the NAMTS team was able to help Rushmore with one repair while there. Rushmore's Machine Shop hydraulic press was not able to hold pressure; a NAMTS mentor provided over-the-shoulder mentorship in manufacturing a lapping tool to resurface the pressure release valve seat and helped their Sailors to rebuild the pressure mechanism. Upon completion, the press is now able to hold pressure.

USS Green Bay and USS New Orleans were both in port for the duration that the NAMTS team was in town. Formal briefs were conducted aboard each ship with their respective chains of command, during which information was shared about how to go about getting a NATA program established.

Once aboard each ship, the NAMTS mentors from the East and West Coast teams conducted assessments of NAMTS-related billets, industrial plant equipment (IPE) and the ships' organic repair capabilities. The NAMTS team assisted both ships with job sequence numbers (JSN) pertaining to electrical, inside machine, structural repair, outside machine, and damage control. A NAMTS assessment of the ships' industrial plant equipment and organic repair capabilities was completed by Commander, Navy Regional Maintenance Center Code 900 NAMTS personnel in accordance with COMPACFLT/COMUSFLTFORCOM INSTRUCTION 4790.1 and Ships Information Book S9LPD-AT-SIB-010.

USS New Orleans (LPD 18)



Electrical Repair:

New Orleans had five existing job sequence numbers (JSN) with which the NAMTS team was able to help. They also helped ship's force create and clear seven new JSNs as well as provide 23 supply data items and two technical manuals.

The crew was very receptive and accommodating as they worked with the NAMTS team mentors. The Electrical shop had several jobs lined up and they

were eager to learn. NAMTS Electrical mentors worked with EM2 Dmytro Tsyganovskyi in troubleshooting an existing problem with the pre-lube pump for NR 4 Ship Service Diesel Generator (SSDG), which was performing erratically while the generator was on standby. The job was critical since it would have brought them below red line for their generators and the command was planning on writing a CASREP if it were unable to be repaired. Through guidance in troubleshooting and schematic reading, the cause of the problem was found and EM2 Tsyganovskyi conducted the repairs.

Another big item that they were able to fix was the retractable kingpost, which is used for underway replenishment. It had failed to make it to its fully extended position without using the emergency run push button. With the help of Deck Department, EM3 Kaleb Stryd and EM3 Douglas Elkins, through the guidance from NAMTS

Electrical mentors, the Sailors identified the problem as a stuck limit switch and loose wiring in the controller. These items were corrected on the spot making the kingpost operational.

EM3 Elkins also learned the proper and faster way to install a 440V plug which required soldering. He was amused by the new process and went to the division and informed his fellow Electricians about the new skill he acquired. Additional jobs that were worked on during the visit was the replacement of a limit switch for the accommodation ladder, replacement of solenoid for the stern gate, and troubleshooting the Gaylord wash system in the galley.



EM3 Kaleb Stryd from USS New Orleans (LPD 18) taking readings on relays for the Gaylord Vent System Washdown. (Photo by Rizalito Antonio.)



EM2 Dmytro Tsyganovskyi and EM3 Kaleb Stryd are taking readings and checking connections for the solenoids on the ship's stern gate. (Photo by Rizalito Antonio.)



NAMTS NATA Team Called to Japan for Assistance



Inside Machine:

Aboard USS New Orleans (LPD 18), the efforts of MR1(SW) Thomas Evans to improve all machine shop facets were evident in his assertiveness in questioning equipment accessory usage in various repair techniques. With the help of NAMTS Inside Machine mentor Rick Smith, MR1's inquisitive nature resulted in repairing a South Bend lathe that had been out of commission for 18 months. Additionally, he restored a fuel oil valve in two days, eliminating long requisitioning times. "There is undisputed truth in the fact that NAMTS program mentorship gave me new inspiration to improve the ship, let alone my machinist capabilities," said Evans. The NAMTS mentors helped New Orleans create and clear seven JSNs in their time aboard the ship. The shop had a Peerless power hacksaw which had its height gauge rod missing; the team provided the part number, original equipment manufacturer (OEM) contact and part ordering information. They also helped to go through the shop's precision measurement instruments (PMI) to identify item requirements, determine what was on hand versus missing and of what was available, if necessary, whether or not it was properly calibrated.



MR1 (SW) Thomas Evans sharpens a blade for the HT's Iron Worker. (Photo by Rick Smith.)



NAMTS Inside Machine mentor Rick Smith (left) provides over-the-shoulder mentorship to MR1 (SW) Thomas Evans, who is installing a valve hand wheel. (Photo by Darrell Monroe.)

Structural:

New Orleans' HT2 Alex Abercrombie from Cleveland, Tenn. and HT3 Shandon Tsosie from Albuquerque, New Mexico conducted some previously unfamiliar maintenance items with guidance from the NAMTS Afloat Structural mentor, Alton Kinchen. HT2 Abercrombie, having come from his previous duty station at Trident Refit Facility in Bangor, Wash., was enthusiastic to dive into their shop equipment and gain a better understanding of how it worked as well as how to properly maintain the equipment and to learn about their full capabilities. Some of the equipment



NAMTS Structural mentor Alton Kinchen (left) provides over-the-shoulder mentorship to HT2 Alex Abercrombie on the disassembly of the metal shear. (Photo by Steven Constantino)

was foreign to him as his prior experience was at a submarine repair facility.

The Famco metal squaring shear blades jammed while cutting CRES sheet metal for some switch covers. HT2 Abercrombie, HT3 Tsosie, HT3 Rodriguez and the NAMTS Structural mentor cleared the jammed material and reset the machine to the proper operational specifications per the technical manual procedure. Once the machine was reset, an operational test was done, and the machine worked properly.



NAMTS Structural mentor Alton Kinchen (Right) provides over-the-shoulder mentorship to HT3 Shandon Tsosie with shear guides adjustments. (Photo by Steven Constantino.)

During the Hull Repair Shop assessment with HT3 Tsosie, it was discovered that the Hill-Acme metalworker blades needed some sharpening/honing or replacement. Working together, the NAMTS mentors and New Orleans Sailors were able to improve the efficiency of the machine cutting operations by honing the blades until the new replacements arrive. HT3 Tsosie said that prior to that effort, he had not seen the blades adjusted or sharpened in the three years he had been onboard.

New Orleans' Damage Control Assistant also requested that Kinchen perform an assessment of the ship's Quality Assurance binder and their Welder/Brazer records IAW NAVSEA S9074-AQ-GIB-010/248, with which he was happy to help. The ship's records were up to date.

The Sailors' enthusiasm and engagement were promising and there is no doubt that they are eager to improve their skills as hull technicians.

Outside Machine:

The NAMTS team was able to help New Orleans with two existing Outside Machine JSNs. They also helped to create and clear six additional JSNs and provide the ship with over a dozen supply data items so that orders could be placed for items needing replacement. NAMTS Afloat Outside Machine mentor Mike Dengage got the opportunity to provide over-the-shoulder assistance in valve repair to EN2 (SW) Antonio Ayala from work center MP Division, Nr.2 Main Machinery Room and HT3 Kali Riley from R-Division, HT shop.

The first valve repair job was EN2 Ayala needing assistance with valve 2B-PFS-V-30B Fuel leak off drain valve. The valve is



EN2 (SW) Antonio Ayala from Los Angeles, Calif. attempts to back out the yoke bushing nut on valve 2B-PFS-V-30B as NAMTS Afloat Outside Machine mentor Mike Dengage holds the valve stem. 2B-PFS-V-30B is frozen in the open position. (Photo taken by Rick Smith).



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a half-inch globe valve that was seized in the open position and the valve stem portion where the hand wheel is attached had been broken off. EN2 Ayala, with help from Dengate, removed the valve bonnet from the valve body and took the valve bonnet with the section of the stem that's screwed through the bonnet to the machine shop to unseize the stem. They were able to unseize the stem from the bonnet and remove it from the bonnet along with the yoke bushing nut, packing gland, packing gland flange, and the old packing. A new stem was manufactured with the help of NAMTS Afloat Inside Machine mentor Rick Smith. EN2 Ayala ordered a new stem, packing kit, and bonnet gasket. When the new parts are received, EN2 Ayala will reassemble the valve bonnet and install it onto the valve body. "I appreciate y'all for coming out and teaching me and my guys the proper way of restoring a valve. This program will be beneficial for the junior Sailors," said Ayala.



HT3 Kali Riley from Blue Ridge, Texas, removes the adjusting screw for ballasting system relief valve BALR-V-002 as NAMTS Afloat Outside Machine SME Mike Dengate provides guidance on the disassembling process for a relief valve. (Photo by Steve Constantino.)

The second valve repair job that the NAMTS team helped with was with HT3 Kali Riley, who is the assistant to the Damage Control Assistant in the operation and maintenance of the ship's ballasting equipment and valve maintenance. HT3 Riley had two 2.5" inch ballasting relief valves that were due for a pop test in accordance with Planned Maintenance System (PMS) requirements. The two valves were taken to the maintenance facility on base for pop testing, however, both relief valves failed. Ship's force brought the relief valves back to the ship and attempted to repair them. After numerous attempts to repair along with replacing the seats and disks in both relief valves, the valves still did not pass the pop test. NAMTS Afloat Outside Machine mentor Mike Dengate was asked by HT3 Riley to help with identifying possible causes of failure for the relief valves. HT3 Riley disassembled both relief valves. Once the valves were disassembled, Dengate mentored HT3 Riley on what to look for when conducting an inspection of the relief valves' internal parts. Dengate and HT3 Riley discovered dirt on the seats and disks, and one relief valve had the remnants of particles for conducting a contact impression still on the seat and disk, which can cause a leak when

doing a pop test. The blow-down ring was sitting at the top of the seat threads on both relief valves, which could also cause the relief valves to continuously leak by and prevent the valves from reseating. HT3 Riley removed the seats on both relief valves to inspect the seat O-rings. The O-rings were not broken or deteriorated and were in good condition. The seats and disks were wiped clean, the remaining internal parts were in good condition and the relief valves were ready for reassembly. HT3 Riley reassembled both relief valves with Dengate's assistance. The relief valves were then ready to be taken to the maintenance facility for pop testing.

"I was 99% confident in rebuilding the valves and making sure everything works the way it needs to, but having Mr. Mike [Dengate] here gave me more confidence on what I was doing, giving me reassurance," shared HT3 Riley.

The NAMTS team's visit provided mentorship and support in troubleshooting, identifying, and repairing hydraulic equipment and systems, AC&R components and systems, and the ship's laundry equipment. Several additional standout Sailors included MM1 Archie Colton, MM2 Aron Pruett, and MM3 Samuel Lewis of the Auxiliary Division. Technical assistance was provided through assessment, identification, and repair plans on the hydraulic test stand, stern gate assembly, and laundry equipment. The Sailors were also provided logistic support through extensive research and order placement for Nr. 4 A/C unit sensor replacement parts.

A-Division personnel took full advantage of the NAMTS Team visit to increase their knowledge of equipment troubleshooting and repair. "The NAMTS Team collaboration and mentorship was an amazing experience. Thank you for the time and effort this program provides," shared MM1 Colton. MM2 Pruett added, "Thank you for the great mentorship and for assisting me in finding the replacement parts for #4 A/C Unit."

Damage Control:

NAMTS Watertight Closure SMEs played a crucial role in mentoring Sailors while aboard. They provided essential knowledge on identifying and repairing various watertight closures on their ship. The personnel showed commendable dedication to learning and applying this mentorship. This experience equipped them with skills such as material assessment which is vital for repairs and maintenance tasks. It also emphasized the importance of mentorship in ensuring safe and efficient ship operations. Such mentorship is crucial for maintaining the safety of the crew, the ship, and its cargo and ensuring operational efficiency. Their achievements in this area are a testament to their dedication and skill.

Proper assessment of watertight closures plays a proactive role in ensuring efficient and safe operations. Regular inspections and maintenance of equipment serve as a preventive measure, identifying potential issues before they escalate into major problems that can disrupt operations and compromise safety. By conducting regular assessments of watertight closures, Damage Control maintenance personnel can determine whether repairs or replacements are necessary and take appropriate action to prevent equipment failure. This ensures the safety of personnel working with the equipment, prevents damage to other equipment, and ensures the crew's safety. Proper assessment of equipment status is para-



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mount in any Damage Control organization.

NAMTS mentors Sharon Jones and Ramir Pulido had the pleasure of working with DC2 Trent Delap, DC2 Santiago Cerillo, DC3 Jake Andersen, MM3 Matthew Davis, YN2 Janai Vaughn, PS3 Stephanie Terrazas, and SN Colin Manning. The Sailors received valuable mentorship from the NAMTS Watertight Closure mentors regarding identifying MACHALT components of their various watertight closures and conducting proper material assessments to identify which components require adjustments and repairs.

Ship's crew also received in-depth mentorship on specific aspects of their Damage Control Petty Officer maintenance work, such as Watertight Door hinge assembly, gasket replacement, and proper door adjustment using Method Two of NSTM 600 Vol One. The NAMTS mentors provided detailed guidance on safely completing the spring tension adjustments on spring-balanced watertight scuttles and Mafo Holtkamp Door Gasket Compression measurements. This mentorship equipped them with specific skills and knowledge to further enhance their ability to maintain and repair the ship's watertight closures.



MM3 Matthew Davis & YN2 Janai Vaughn observing a spring test on WTS 2-55-2 (Photo by Ramir Pulido.)



DC3 Jake Andersen using a DC Wedge to lift door for hinge pin replacement of QAWTD 2-173-2 (Photo by Ramir Pulido.)



Above: YN2 Janai Vaughn (right) & MM3 Matthew Davis conducting component identification on WTH 04-65-1 (Photo by Ramir Pulido.)



MM3 Matthew Davis adjusting CCS QAWTD 2-42-2 using Method 2. (Photo by Ramir Pulido.)

USS Green Bay (LPD 20)

Electrical Repair:

Through teamwork, the NAMTS mentors and Sailors worked to clear five existing and nine new JSNs; Sailors including EM3 Julian Aranda, EMFN Nam Trung Pham, and FN Jace Peterson received mentorship in troubleshooting, identifying, and repairing eight ventilation fan motors. Faults were discovered during the troubleshooting phase; they systematically identified the different circuits in the controls which aided them in discovering which circuit needed additional troubleshooting to identify the faulty component. Some of the faults identified were light transformers, contactor coils, and motors that were seized. They replaced the faulty components with available parts to restore the ventilation and placed the parts on order for the rest. For the motors that were seized, they gained access to each and inspected the fan motor, housing, and blades. They then removed dirt/debris and unseized the fan motor. Additional time was spent on resistance reading and indicators of different faults they could have for a contactor.



EM3 Julian Aranda (right) providing mentorship with inspecting, testing, fault recognition, and repairs associated with a motor controller contactor components to EMFN Nam Trung Pham (left) and FN Jace Peterson (center). (Photo by Russ Lincoln.)

The NAMTS team also helped assess the Electrical Shop and were able to provide over two dozen supply data items to ship's force to obtain some missing equipment. They also helped ship's force in mounting their bench grinder.

Upon conclusion of the visit, EMFN Pham reached out to Electrical mentor Russ Lincoln and shared, "I just wanted to drop you a note to say a massive thanks for teaming up with us! Working together has been a blast, and your expertise really made a huge difference. I've learned a lot from you, and your attitude made everything smoother and more fun. Seriously, it's been a pleasure. Thanks again for being such a great collaborator. Looking forward to more cool projects together."

FN Peterson added, "I thought that with you guys' extra help, it enabled us younger folk to better understand the equipment we are repairing/doing maintenance on."



FN Jace Peterson preparing to mount a new steam table. (Photo by Rizalito Antonio.)



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Left: EMFN Nam Trung Pham and FN Jace Peterson Making final connections on a new steam table.



Right: EM3 Julian Aranda, EMFN Nam Trung Pham and FN Jace Peterson listening to instructions on how to install a new steam table.

(Photos by Rizalito Antonio.)



HTFN Malkowski manufacturing Lathe steady rest mounting bracket. (Photo by Rick Smith.)

Inside Machine:

Sailors recently conducted repairs to their machine shop lathe components and accessories. During the NAMTS team visit, MR2(SW) Andrew Uribe and HTFN Elizabeth Malkowski both received over-the-shoulder mentorship in areas pertaining to both the NAMTS Inside Machinist and NAMTS Shipfitter job qualification requirements (JQR). With the guidance of NAMTS Afloat Inside Machinist mentor Rick Smith, MR2(SW) Uribe improved his knowledge in lathe theory, equipment operation, and technical manual usage in the proper set up of machining metric threads and the use of a radius cutter attachment.

MR2(SW) Uribe had not previously seen a radius cutter attachment, which he described as a most intriguing lathe component. "Experiencing the NAMTS mentorship, guidance, and overall training environment of learning by doing was beyond my expectations. Having never witnessed, let alone set up and operated a lathe radius cutter, I can now admit I feel qualified to machine required radius shapes for required parts." Additionally, a comprehensive review of all the PMI requirements were reviewed, citing expired dates, special handling and maintenance actions, and current Metrology Calibration (METCAL) submission procedures.

HTFN Malkowski discovered the lathe's steady rest attachment was missing a hold down securing bracket. Upon reviewing the technical manual and gathering required dimensions of the hold down bracket, she proceeded to layout a new steel plate, using NAMTS Inside Machinist and Shipfitter information in blueprint reading, scales, and dimensional tolerances. HTFN Malkowski received guidance from Smith on how to safely

HTFN Malkowski completed Lathe steady rest mounting bracket installation. (Photo by Rick Smith.)



operate a vertical milling machine as well as its attachments and tooling, and proceeded to machine and complete a new lathe steady rest securing bracket.

"This experience was the coolest manufacturing process I have ever encountered and I can't wait for further lessons under the NAMTS program. Typically, I would never have dreamed of using a vertical milling machine, now I can't wait to learn more about the manufacturing process involving HT and MR skills combined," shared HTFN Malkowski.

MR2(SW) Uribe and HTFN Malkowski are shining examples of the ships can-do attitude and willingness to learn, expand horizons, and achieve equipment repairs they never knew they could perform. These examples of self-sustainability within the machinery repairman and hull technician communities on a forward deployed ship, with the assistance of the NAMTS Afloat mentorship program, is a testament to what can be achieved with a little mixture of experience, commitment to learning, and a desire to apply newly-learned skills. The NAMTS team helped the ship assess their PMI inventory as well as create six new JSNs; together, they were able to clear five of the six and parts information was provided so the ship could clear the last one on their own upon receiving the necessary part.



Left: NAMTS Inside Machinist mentor points out to HTFN Malkowski that the Lathe steady rest mounting bracket was missing.



Right: After it was installed.

(Photos by Rick Smith.)



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Structural Repair (Welder/Brazer):

NAMTS Structural mentor, Al Kinchen, was able to help Green Bay create eight new JSNs, three of which he helped the ship clear and supply data was provided to help clear the remaining five JSNs. The ship's Assistant Quality Assurance (QA) Officer also requested Kinchen's assistance by performing an assessment of the ship's QA binder and Welder/Brazer Records IAW NAVSEA S9074-AQ-GIB-010/248, which were up to date.

Kinchen had the pleasure of working with HT1 Thomas McAdams and HT2 Erica Witherspoon. HT2 Witherspoon had been enrolled in NAMTS at her previous command and was excited to reconnect and share her enthusiasm for the knowledge she received with her shipmates. HT1 McAdams also voiced his praises of the program as he had earned two NAMTS Navy Enlisted Classifications at his previous command, Mid-Atlantic Regional Maintenance Center.

During the shop assessment, it was mentioned that the Ironworker was not functioning properly. With some troubleshooting, they learned that the limit switches were misadjusted; with some effort, the Hill-Acme Ironworker was returned to full operability. This JSN had been on the CSMP for a while, but the operational tempo had precluded any attempts to dig further into the problem. HT1 McAdams was glad to get the Ironworker back to full operational status and appreciated the opportunity to provide mentorship in troubleshooting skills to the shop's junior personnel.

Another issue that was addressed was the shear hold-down device being set too high to be effective. Utilizing the technical manual specifications, shop personnel received technical assistance in the proper adjustment of the hold down device on the squaring shear. These adjustments improve the cut quality and self-sufficiency of maintaining the shop equipment.

The shop was impressive in that it was truly in great shape even before the NAMTS visit. During the visit, shop personnel were engaged and ready to learn more about their equipment and how to improve the self-sufficiency that a forward deployed unit needs to remain ready to meet the mission at hand.

Outside Machine:

Green Bay had four existing JSNs and the NAMTS team helped them create three more. Two were cleared and parts were placed on order to correct most of the remaining issues. The ship's valve repair shop equipment was assessed by the NAMTS Afloat team led by Mike Dengate. The ship's main goal was to have all equipment operational, particularly the valve test stand. The team



met with MM2 (SW/AW) Tucker Casey, work center supervisor for EA01, to assist in repairs

(L-R): MM2(SW) Aron Pruet, MM3 Samuel Lewis, and MM1(SW/SS) Archie Colton - During the assessment of Hydraulic Test Stand. (Photo by Steven Constantino.)

and job sequencing numbers. After assessing the equipment in the valve shop, the team moved to the valve test stand and found that the pressure gauges lacked valid calibration stickers. After testing for leaks and finding a few on the water supply lines, the team worked tirelessly to fix the leaks. MM2 Casey and NAMTS Afloat team members Quinten Taylor, Mike Dengate, and Steve Constantino were successful in fixing the leaks, allowing MM2 Casey to remove the gauges and take them to the base METCAL Laboratory for calibration. Unfortunately, the gauges were not calibrated prior to the team leaving Sasebo, preventing a complete test of the valve test stand.

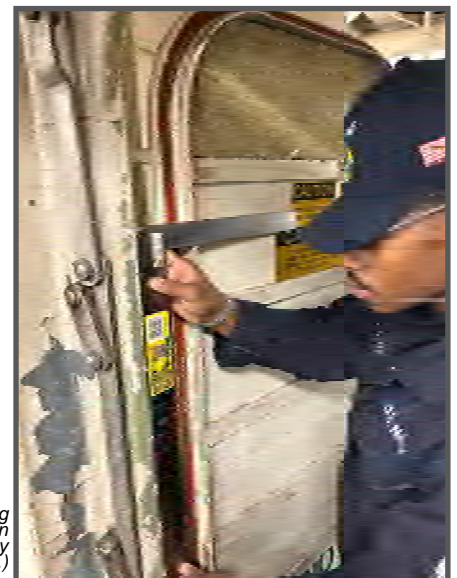


MM2 (SW/AW) Tucker Casey and NAMTS Afloat Outside Machine mentor Mike Dengate remove the pressure gauges from the valve test stand. (Photo by Russ Lincoln.)

Damage Control:

DC2 Avery Hutchins, DC3 Natalia Mandujano, IT2 Jacinta Gibson and SN Keno Carpenter of USS Green Bay received valuable mentorship from the NAMTS Watertight Closure mentors regarding identifying MACHALT components of their various watertight closures and conducting proper material assessments to identify which components require adjustments and repairs.

Ship's crew also received in-depth mentorship on specific aspects of their Damage Control Petty Officer maintenance work, such as Watertight Door hinge assembly, gasket replacement, and proper door adjustment using Method Two of NSTM 600 Vol One. The NAMTS mentors provided detailed guidance on safely completing the spring tension adjustments on spring-balanced watertight scuttles and Mafo Holtkamp Door Gasket Compression measurements. This mentorship equipped them with specific skills and knowledge to further enhance their ability to maintain and repair the ship's watertight closures.



SN Keno Carpenter conducting a knife edge inspection on QAWTD 2-188-1 (Photo by Ramir Pulido.)



Three Weeks, Three Ships, Less Corrosion



Photos by Erik Bergvinson

Navy Afloat Maintenance Training Strategy (NAMTS) and Ship to Shore (S2S) team, Darrohn Bickford and Erik Bergvinson, respectively, traveled from Norfolk, Virginia to Sasebo, Japan, from late November to early December 2023 to conduct over-the-shoulder mentorship with Sailors on the assessment of corrosion and the use of corrosion inhibitor products approved for use on U.S. Navy assets as well as mitigation procedures. Although S2S products have been used on several Naval vessels on a trial basis, this is the first visit where S2S product application demonstration and Cupix 3D scanning were conducted together and reported. Each ship was provided an S2S Corrosion Mitigation starter kit, one year supply of S2S products, and crew training on the proper use and application of S2S products. The team also conducted pre and post mitigation 3D scans of selected ship locations utilizing CUPIX works technology. The team spent three weeks in Sasebo and were able to help crews aboard USS America (LHA 6), USS New Orleans (LPD 18), and USS Green Bay (LPD 20).



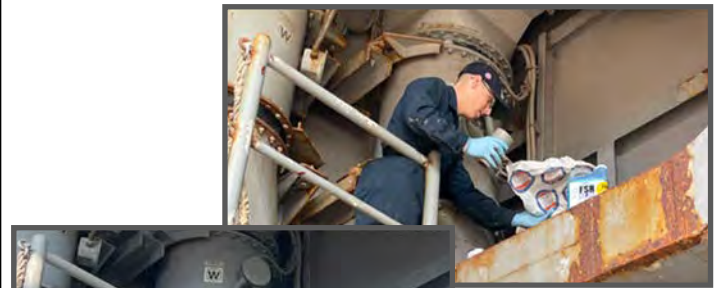
Left: Severe corrosion on an electrical junction box on the main deck affecting the ship's lifesaving system. Note that the bottom of the box cover had heavy corrosion, which could have been affecting the structural integrity of the high voltage box. Right: The same electrical junction box after it was cleaned then treated with Sailor Putty and Sailor Paste; this is a temporary remedy to prevent further corrosion until the unit can be repaired or replaced.

USS America (LHA 6)

Aboard USS America (LHA 6) the fantail, starboard (STBD) boat davit/deck, various fan rooms and STBD replenishment at sea (RAS) station all received mitigation. These were identified by the ship's Boatswain as their trouble spots and assistance was requested with those specific areas. Approximately 60 ship's force personnel were given proper demonstrations on how to apply all products as well as personal hands-on learning opportunities with all the

products. Departments involved with training and over-the-shoulder assistance consisted of Deck, Air and Operations.

Three weeks after the corrosion mitigation visit, Commanding Officer of USS America, Capt. Manuel Pardo, shared with Bergvinson that, "The S2S/Cupix team showed up and immediately got to work. They did their before scan and immediately got to work training and applying their products. The most important piece was the training, because they not only taught the team how to use their products, they helped train them on the most effective areas to use their products. The Sailors say the products are easy to use. The areas they were used in look 100% cleaner and to top it off, its not hazardous material, so it is environmentally friendly. This is key, so we should be able to use it in any of the ports we visit. If this stuff truly proves to work it will be a huge time and money savings. I can't wait to see how it all looks after patrol and for the sake of the Sailors,



Before (above) and after (left) corrosion mitigation using Sailor Putty and Sailor Paste.

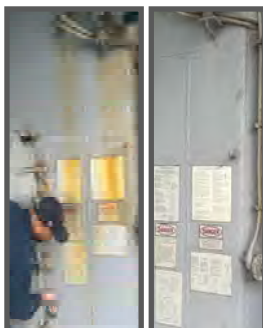
I hope it lives up to the expectations. Even this short underway, Sailors were already continuing to use the product on more areas and Sailors from other departments wanted to get the chance to get their hands on the S2S products."

"Simply put, this stuff is amazing! Erik [Bergvinson] and his team trained Sailors on the use of the S2S products and pointed out areas where it could be effective at stopping the corrosion. I have been a proponent of this since I met the S2S team over five years ago, and to see it in action is truly a dream come true. I would like to point out that the Sailors are excited about the products and seem to enjoy the immediate results they see from their hard work. Their excitement paired with these products will have an exponential impact on corrosion control...These products will save the Navy an unfathomable amount of money over the life cycle of the ship. Thanks for getting the team out here and I look forward to their next visit!" shared Port Engineer for USS America, David Smith.

It is important to understand that while S2S products stop additional corrosion from occurring, they are only a temporary fix. The products are MILSPEC approved and have a National Stock Number (NSN), but per the Joint Fleet Maintenance Manual Vol. V, areas mitigated as a temporary repair to a system or component should be covered by a temporary Departure from Specifications (DFS) for nonconforming. If the nonconforming condition does not meet the criteria for a DFS, the nonconforming condition should be recorded in the ship's Current Ship's Maintenance Plan (CSMP).



Above: Darrohn Bickford works alongside a USS America Sailor.



(L-R) Before and after corrosion mitigation aboard USS America.



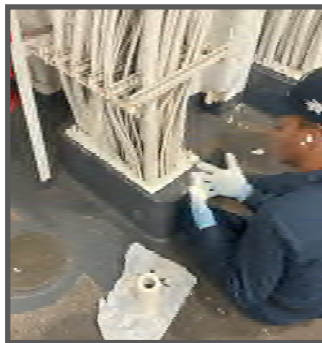
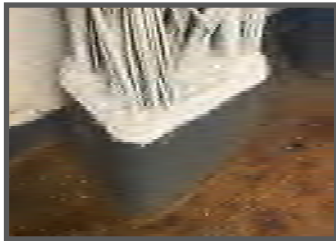
Three Weeks, Three Ships, Less Corrosion



USS New Orleans (LPD 18)

Aboard USS New Orleans (LPD 18), the entire portside wing wall and various fan rooms received corrosion mitigation. These were identified by the ship's Boatswain as the primary locations of their trouble spots and the ship requested assistance in those specific areas. Approximately 20 ship's force personnel with Deck Dept. were given proper demonstrations on how to apply all products as well as personal hands-on learning opportunities.

One of the more heavily corroded items aboard was a deck penetration transit box that had moderate corrosion and delaminated coating. The corrosion was resolved by removing the existing coating as well as the debris from the surface then Sailor Putty and Sailor Paste were applied.



A New Orleans Sailor applies Sailor Putty to a deck penetration transit box similar to the one depicted above.



Another area on which there was heavy corrosion was the various heavy equipment tie-down chains. The chains were treated by using a battery-operated Graco gun loaded with liquid Corrosion Prevention Compound (CPC) 500, which lubricates the chains and stops surface rust from continuing to develop.

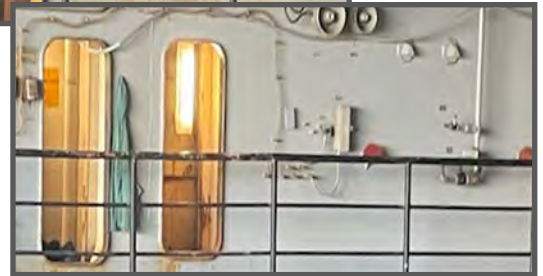
A USS New Orleans Sailor points to the work cut out for him as he prepares to clean some rusty tie-down chains using a battery-operated Graco spray gun to spray the chains with CPC 500. Inset: Close-up of chains after application of CPC 500.



USS New Orleans' crew work to battle rust.



Before (left) and after (below) corrosion mitigation.



The right side of the photo depicts areas treated with S2S products.

“We have limited opportunities to perform structural repairs due to the length of our avails out here [Sasebo], so having a way to combat and arrest corrosion will be key for these ships. Cupix may not have had the immediate impact that S2S had, but it was clear from the presentation and demonstration that this technology will be huge for naval maintenance in the real near future. The interest amongst the under-25 crowd during this presentation was notable; this is the type of technology the younger generation has grown to expect in the workforce. Erik and the team were consummate professionals that were able to integrate into the busy lives of the vessel. Their expertise and enthusiasm spread to the ship and CO, and we are all excited to see these two programs mature throughout the Navy,” shared USS New Orleans’ Port Engineer, Kyle Hilden.



Three Weeks, Three Ships, Less Corrosion



USS Green Bay (LPD 20)

Onboard USS Green Bay (LPD 20), the entire starboard (STBD) Caley Davit, STBD Boat Deck, the port and STBD Bridge wings, and various fan rooms received mitigation. These were identified by the ship's Boatswain and Operations Officer as their trouble spots and they requested assistance in those specific areas. Approximately 55 ship's force personnel from the Deck, Air, and Operations departments were given

proper demonstrations on how to apply all products as well as personal hands-on learning opportunities.

The NAMTS and S2S team conducted a visit to three Sasebo, Japan based amphibious ships to teach crew members the utilization of the new corrosion inhibitor products approved for use onboard U.S Navy vessels and to conduct coating system integrity screening scans to identify "problem areas".

An in-brief was conducted with the Commanding Officers, Executive Officers, department heads and each ship's Port Engineer to share information about what the visits were to entail, including applications and uses of all the corrosion inhibiting products that their Sailors were to be receiving training on and the over-the-shoulder application guidance. The ships were asked for high visibility problem areas that they would like to have mitigated during the NAMTS corrosion control visit.

Coating system scanning was conducted to identify and document areas being treated. USS America, USS New Orleans and USS Green Bay were all scanned using Cupix software to document the treated areas before corrosion mitigation and a second scan was performed after corrosion mitigation. This captured data, including instructions, pictures and videos, is given to the navy to be utilized to monitor the ships' condition over time.

Three weeks is a relatively short amount of time, however, the

NAMTS and S2S team certainly made headway during the trip. This visit proved that S2S products and application procedures can make a difference in the Navy's war on corrosion. Sailors were interested and eager to see the product demonstrations. While conducting use and application demonstrations on one of the ships, the team witnessed Sailors continuing to utilize the product on a ship



Sailors aboard USS Green Bay (LPD 20) learn to use S2S corrosion mitigation products.



Screenshot from CupixWorks - USS Green Bay Siteview of 01 Level



Before (above) and after (below) corrosion mitigation.



across the pier that had received the demonstration earlier in the visit.

The Sailors were encouraged by the ease of use of the products, and that they were able to see immediate and sustainable results.



USS Oak Hill (LSD 51) Sailors are Winning their War on Corrosion



Article and photos by Sharon Jones, Afloat NAMTS Watertight Closure mentor

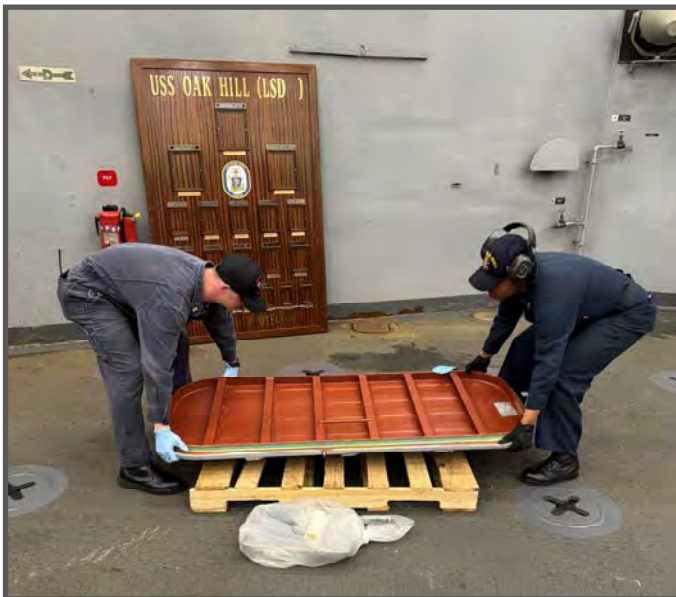


The Harpers Ferry-class dock landing ship USS Oak Hill (LSD 51), whose motto is “Nations’ Protectors” has Sailors who work tirelessly with great pride and dedication to combat corrosion before its upcoming deployment. As one of the top-tier NAMTS Afloat Training Activities (NATA), Oak Hill consistently promotes self-sufficiency and first-time quality maintenance. Amid the fleet’s increasing corro-

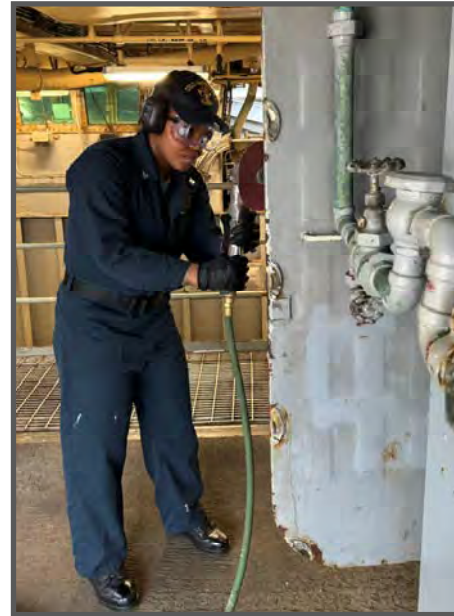
sion challenges, Sailors aboard Oak Hill are fighting back against corrosion with enthusiasm and vigor. Oak Hill lives by the Navy standard of having a “ready for sea and battle” mentality and they are always up for a challenge.

The Navy spends billions of dollars each year combatting corrosion. It is a major problem throughout the fleet and may be considered a Navy ship’s Archnemesis. It is a menacing nuisance that if left treated for any extended length of time will wreak havoc and cause severe duress to the ship’s structural integrity, systems, equipment and components. Over time, corrosion will significantly decrease the ship’s watertight integrity, reduce equipment service life, and weaken a ship’s structural integrity. Allowing corrosion to fester and deteriorate the ship’s substrate and structural integrity wastes man-hours and maintenance funds. Early detection and the immediate elimination of corrosion is paramount.

Exterior watertight closures (i.e., doors, hatches, scuttles, man-hole covers, etc.) in particular are extremely vulnerable and



of DC1(SW/AW/IW) Coy Perkins and BM3 Alicia Smith working together and using proper lifting techniques to turn an individually dogged watertight door.



BM3 Alicia Smith, from St. Louis, Missouri, using a disc sander to sand off severe corrosion on an exterior individually dogged watertight door.

prone to extensive corrosion due to extended deployments and constant exposure to nature’s elements.

Two Sailors are leading the charge in combatting corrosion aboard USS Oak Hill; they are DC1 (SW/AW/IW) Coy Perkins, Workcenter ER09’s - Acting Leading Chief Petty Officer (LCPO), and BM3 Alicia Smith, Workcenter ER09’s Maintenance Person (MP) and up and coming Repair Parts Petty Officer (RPPO).

DC1 (SW/AW/IW) Coy Perkins of Yonkers, N.Y., provides deck-plate mentoring for the upkeep and maintenance of watertight closures. DC1 (SW/AW/IW) Perkins promotes self-sufficiency and is considered Oak Hill’s watertight closure seasoned veteran. He systematically uses the Current Ship’s Maintenance Project (CSMP) and Technical Work Documents (TWD) to schedule, plan, coordinate, and complete all preventive and corrective maintenance. Once DC1 (SW/AW/IW) Perkins completes the NAMTS Watertight Closure Maintenance Technician (WCMT) Job Qualification Requirements (JQR), he plans on completing the NAMTS Corrosion Control Program Technician (CCPT) JQR as well.

BM3 Alicia Smith, of St. Louis, Mo., is a sterling Maintenance Person who consistently practices and follows proper safety precautions, ship’s maintenance policies, and proper surface preparation methods to enhance the ship’s structural and watertight integrity. While performing the surface preparations methods of a watertight door, BM3 Smith ensured that all hazardous materials Safety Data Sheets (SDS) and technical work documentations were used safely and smartly. BM3 Smith enjoys enhancing the upkeep and maintenance of Oak Hill and is looking forward to completing the NAMTS WCMT JQR.

Workcenter ER09, is solely responsible for the preservation of over 50 watertight doors, hatches, scuttles, etc.



USS Oak Hill (LSD 51) Sailors are Winning their War on Corrosion



The Corrosion Control Assessment and Maintenance Manual (CCAMM) is an essential Technical Work Document (TWD) because it provides the requirements and guidance for structural and watertight closure corrosion prevention and repairs. This manual is vital for the enhancement of a ship's structural strength and watertight integrity.

In addition to using the CCAMM, ships should use NSTM 100 (Hull Structures), NSTM 631 (Preservation of Ships In Service – General), General Specifications for Overhaul (GSO), and the Joint Fleet Maintenance Manual (JFMM) to conduct structural and watertight closure repairs.

Sailors should always be on the lookout for corrosion, pitting, cracking, flaking, rust stains, and running rust.

DC1 (SW/AW/IW) Perkins' primary focus is maintaining the ship's watertight integrity by ensuring that his Sailors maintain consistent efforts in combatting watertight closure corrosion.

DC1 (SW/AW/IW) Perkins and BM3 Smith enjoy fighting against watertight closure corrosion on their ship and they find it very rewarding and fulfilling. "Sometimes you need to take matters into your own hands. If you know it needs to be fixed don't wait on someone else; take the initiative and ownership of your equipment and put in the work," said Perkins

Fighting against corrosion starts with the Commanding Officer to the newest reporting Sailors on board a ship. It is the duty and responsibility of "all hands" to consistently combat corrosion.

Sailors aboard Oak Hill take great pride and dedication in enhancing their ship's material condition and battle readiness.

Despite the constant spread of corrosion, Oak Hill Sailors are winning their war on corrosion aboard their ship.



DC1 (SW/AW/IW) Coy Perkins, from Yonkers, New York performing "deck plate mentorship", promoting self-sufficiency, and setting the example for his Sailors priming and painting an exterior individually dogged watertight door.

Before performing corrosion repairs, Sailors should:

- 1) Submit an OPNAV 4790/2K/Maintenance Action Form (MAF)/Work Candidate.**
- 2) Click on the letter "C" Code in "Block 10" of the ship's Maintenance Data System (MDS) - Organizational Maintenance Management System-Next Generation (OMMS-NG) or Automated Work Notification (AWN).**
- 3) Utilize the Corrosion Control Assessment and Maintenance Manual (CCAMM).**
- 4) Perform a thorough assessment of corrosion damage.**
- 5) Enter data obtained from the corrosion assessment into the Corrosion Control Information Management System (CCIMS).**
- 6) Create a Formal Work Package (FWP) in accordance with the Joint Fleet Maintenance Manual (JFMM), if applicable.**



USS Oak Hill (LSD 51) Sailors Perform Valve and Pump Repairs



Article and photos by Mike Dengate, Afloat NAMTS Outside Machinist mentor



Afloat NAMTS Outside Machine mentors Jon Bonet and Mike Dengate were aboard USS Oak Hill (LSD 51) in March, when they met with A-Division leading chief petty office (LCPO) MMC Litz to see if there was anything valve or pump related that the ship needed help with.

Together, ship's force and the NAMTS mentors did an assessment on the valve test stand. Several issues came to light; the hydraulic fluid hoses

(four total) were showing signs of wear, the test stand table O-rings were deteriorated and would need to be replaced, two pressure gauges, 0-300 and 0-3000 used for pressure testing were out of calibration, and the shop needed more pressure gauges to perform pop tests on smaller pressure relief valves.

An operational test was then conducted on the test stand, during which a hydraulic fluid leak on a coupling for one of the hydraulic RAMS was found and two air leaks were found inside the console. With over the shoulder mentorship, all three leaks were repaired by ship's force using a coupling and fittings. A second operational test was then conducted during which no leaks were found.

With the valve test stand work completed, focus was turned to any valve or pump repairs that ship's force needed help with. MMC Steven Litz and MM2 Jonathan Martin said that the relief valve for Nr.1 expansion tank for the forward air conditioning plant had failed a pop test at the Mid-Atlantic Regional Maintenance Center (MARMC) Valve Shop and that they needed help with repairs and getting the relief valve pop tested again. They also mentioned needing help with repairs to Nr.4 and Nr.5 Chill Water Pumps that supports Nr.5 air conditioning plant.



Nr.4 Chill Water Pump had a leaking mechanical seal and Nr.5 Chill Water Pump had reduced gallons per minute (GPM) as indicated on the flow meter as well as low discharge pressure (PSI). MMC Litz shared that they were going to start repairs on Nr.5 Chill Water Pump that day or the following day, so having the mentors aboard was impeccable timing.

Repairs were started on

MM2 Armstrong Calixte from Port Au Prince, Haiti adjusts the pressure on relief valve for Nr.1 Expansion tank for forward air conditioning plant while conducting a pop test using the ship's valve test stand.

relief valve for Nr.1 expansion tank. The Afloat NAMTS outside machine mentors provided ships force with over the shoulder technical assistance as Sailors disassembled the relief valve. They found large amounts of vertigris on the seat and disk assembly, as well as the valve stem, spring, and spring washers. The seat was removed, and the disk assembly was disassembled so the Teflon insert could be replaced. All internal parts were cleaned using a small wire brush and all O-rings were replaced. The valve seat was polished using fine emery cloth then reinstalled into the valve body. The Teflon disk insert was replaced with a new insert. After an impression check was done the relief valve was reassembled and ready for a pop test. With the valve test stand operational the relief valve was pop tested to 55 PSI aboard the ship.



MM2 Armstrong Calixte from Port Au Prince, Haiti lubricates the mechanical seal cartridge prior installation on Nr.4 Chill Water Pump.

Repairs then began on Nr.5 Chill Water Pump. MM2 Martin and MM2 Armstrong Calixte disassembled the pump and discovered that the pump impeller had broken into pieces, causing low volume output. After the broken impeller was removed, the remaining parts were removed from the shaft and motor. MM2 Calixte checked the shaft for movement to determine if the motor bearings were bad. He was able to move the shaft enough to know the motor bearings were in fact bad and needed to be replaced. MM2 Martin and MM2 Calixte replaced the bad bearings on the motor and rechecked the shaft for movement. No shaft movement was found, so the pump



MR2 Michael Schomisch from Cleveland, Ohio taking inside dimensions of No.4 Chill water pump casing wearing rings for fitment and machining of impeller wearing rings.

was ready for reassembly. MM2 Martin and MM2 Calixte reassembled the pump, reconnected the piping and conducted an operational test to ensure there were no leaks coming from the mechanical seal and piping and that the pump was putting out the designed GPM and PSI listed in the pump's technical manual. The operational test on the pump was satisfactory and within technical manual parameters.

No rest for the weary; now that Nr. 5 Chill Water Pump was fixed, it was time to move on to Nr. 4! MM2 Martin and MM2 Calixte removed the pump suction and discharge piping, and



USS Oak Hill (LSD 51) Sailors Perform Valve and Pump Repairs



MM2 Armstrong Calixte from Port Au Prince, Haiti removes the suction cover for Nr. 5 Chill Water Pump.

disassembled the pump was from the shaft and motor. The pump end parts were cleaned and inspected while the worn parts such as the impeller, casing wearing rings, shaft sleeve, mechanical seal, and O-rings were replaced. Prior to reassembly, measurements were taken on the impeller and casing wearing rings and the clearance were machined as per the pump technical manual by MR2 Michael Schomisch. With the clearances machining complete, MM2 Martin and MM2 Calixte reassembled the pump, reconnected the suction and

discharge piping. An operational test was conducted on the pump to check for leaks and pump discharge pressure. After the pump had been running for a few hours, a drip was discovered coming from the mechanical seal. The chill water pump operated the remaining day and night so enough time could be allowed for the mechanical seal to wear in and stop leaking. Unfortunately, the mechanical seal did not stop leaking. The chill water pump was secured and Nr.5 chill water pump was placed in operation so Nr.5 air conditioning plant could be put online. When Nr.5 air conditioning plant is no longer needed, Nr.5 chill water pump will be secured, and repairs will be made to Nr.4 chill water pump.

“It’s always beneficial for us to have the team onboard, helping to sharpen our knowledge and skills, especially with me fixing the chill water pump as well as the valve tester so we can be deployment ready and self-sufficient. Thank you for your time and everything you guys are doing. It helps a lot,” said MM2 Calixte.



HT1 Nash Mitchell from Spokane, Washington and HT2 Roman Fuentes from Houston, Texas remove the seat from relief valve FL-V-2-102-13, Nr.2 Flushing water station.

While onboard conducting a follow up visit, NAMTS Afloat Outside Machine mentor Mike Dengate was asked for assistance from ship’s force in Repair Division with Nr.2 flushing water station relief valve. The relief valve was leaking water over the side of the ship. The relief valve was put on the ships valve test stand and pop tested. Attempts were made to adjust the

pressure, but the relief valve continued to leak by. The relief valve was taken apart by HT1 Nash Mitchell and HT2 Roman Fuentes. The seat and disk assembly were found to have large amounts of vertigris on them, which was most likely the cause of the leak by. The seat was removed from the valve body, and all internal parts were cleaned. The Teflon insert on the disk assembly was replaced and the seat was machined to remove the pitted ring on the seat



HTFN Daniel Chmielecki from Connecticut removes the bluing compound from the seat of relief valve FL-V-2-102-13 after conducting a contact check of the seat and disk.

surface that was found after cleaning. When HT2 Zachary Mulvihill and Dengate tried to reinstall the seat, the seat would not screw into the valve body. The first two seat threads in the valve body were found to be damaged and would need repairing. Dengate requested assistance from Afloat NAMTS Inside Machine mentor, Rick Smith, who was in the area from Mayport, Fla. and conducting ship visits. Smith was able to utilize the MARMC machine shop to machine the damaged threads. Another attempt was made to screw in the seat into the valve body; seat screwed in halfway and stopped. More threads were found to be damaged, so more machining was needed to repair the damaged threads. The relief valve body was taken to the NNSY Valve Barge by the Outside Machine mentor to get assistance from the valve barge machinist. The seat threads were reassessed for damage. It was discovered that the threads were not damaged but small metal particles were found in between the threads which was preventing the seat from screwing into the valve body. The valve barge machinist was able to remove the metal particles and clean the threads. Once that was completed the seat was screwed into the valve body with no problem. The valve body was taken back to Oak Hill for reassembly. HTFN Daniel Chmielecki and Outside Machine mentor Mike Dengate conducted a 100% contact impression of the seat and disk and reassembled the valve for pop testing. The relief valve was pop tested to 65 PSI by HT2 Mulvihill and Dengate utilizing Oak Hill’s valve test stand. After the relief valve pop test was completed, the valve was prepared for reinstalling into the system.

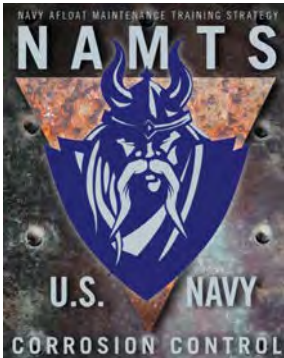
As Oak Hill prepares for deployment, the Sailors in A and R Division have taken self-sufficiency to heart. If a piece of equipment of any kind breaks down, ship’s force will obtain the parts and attempt to repair the equipment before the ship refers the repairs to an outside activity. From the mentors’ initial inquiry about valve test stands to then assisting with the valves and pumps, the Sailors of A and R Division have gone above and beyond to keep their ship in the fight. They are passionate about maintaining a high standard of readiness and they take pride in their ship. It’s a joy to watch them learn and grow with each visit conducted by the mentors.



Composite Patch Work



Article and photos by Andy "Rusty" Vasquez, Corrosion Control Manager and Composite Patch Coordinator



Earlier this year, the Southwest Regional Maintenance Center (SWRMC) composite patch team (C200) successfully applied five patches on USS Boxer (LHD 4). The effort was led by Carl Hannah and team members included Tyler Allen, Steven Badger, Andrei Oveido-Smarin, ET2 William House, DC2 Mikaela Bailey and DC1 Avery Pearl. The team also worked with Boxer's Port Engineer, Alan Washington.

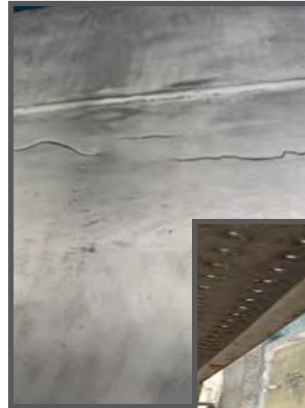
The composite patches were installed using the Gougeon Brothers composite patch process, which is labor-intensive, eight-layers, and NAVSEA-approved. The purpose of the composite patch is to apply a temporary patch to sensitized aluminum that is not weldable in order to make the area water-tight. Combined, the five patches on Boxer cover 100 square feet. These patches are accompanied by an approved Departure From Specification (DFS) to ensure that the areas are properly repaired during the next shipyard availability.

The project required the assembly of an enclosure to protect the area and establish environmental control. All paint and non-skid had to be removed before the team could prepare the surfaces by grinding and sanding the areas where the patches were to be installed, creating the proper surface profile. The team then had to clean and scrub the area creating an additional eight-inch buffer to remove any contaminants from the affected area. A water test was then done to ensure that the area was completely oil-free. Next they mixed and applied filler material into any cracks to create a relatively smooth surface.

At this point, the team had to lay out and cut eight layers of fiberglass cloth in a specific tapering order, marking each layer to ensure proper future placement. Each layer was then rolled up in protective paper, limiting potential contaminants. The material was then transported to the location where the patches were being applied. After applying the aluminum surface adhesion liquid, they had to let it stand for at least an hour.



Staging and enclosure made in preparation for patch installment.



Above: Cracked areas after having been cleaned and prepared for the next steps.



Below: This patch was a combined length of 12.25 foot long patch, mean while the three patches below are temporarily covered for protection.

After a few more intricate steps, some heat application and some curing, the patches were ready for priming and paint. The very last step of the process is to apply a black stencil over the patched area with the words "Composite Patch Area" to ensure the ship's force is aware location of the patch.

"The patches on USS Boxer were a great learning experience on our capabilities here at SWRMC. Although we had quite a limited time to do these patches, we were focused on 100 percent satisfaction with on-time delivery being met at the same time. The job really showed me what a diverse team we had created and how well we performed working together under pressure. I can't thank my team enough for stepping up and rocking this job. I would also like to thank supply for helping get last minute supplies and ships force's help with prepping the surface and getting the primer prepared. The DCs did an outstanding job," said Hannah.

From fluidized bed machines to laser ablaters and containment blast systems to composite patches, CNRMC continues to provide our Regional Maintenance Centers and our Sailors with technologically advanced tools to help the fleet in our fight against corrosion.

"As we utilize technologies like these composite patches and as our Sailors learn through programs such as the Corrosion Control Assistance Team and the NAMTS CCPT JQR, we are moving in the right direction," said Daniel Spagone, CNRMC's Director of I-Level Maintenance.



Patches were sealed and primed. Ship's force will apply the topcoat to match the area.



MARMC Procures Customized Diver Support Vehicle



By Albert "AL" Johnson, Industrial Plant Equipment Manager, C920
Photos by Ed Cook, LDV, Inc.



Commander, Navy Regional Maintenance Center's (CNRMC) NAMTS Industrial Plant Equipment (IPE) team continues to develop and execute projects that systematically replace antiquated equipment with

innovative solutions throughout the Regional Maintenance Center (RMC) enterprise. The phased replacement is sponsored through the Naval Sea Systems Command (NAVSEA) Fleet Maintenance Investment Program (FMIP). Leading the way for IPE planning and implementation of industrial plant equipment are Daniel Spagone, CNRMC's Intermediate-Level Maintenance Director; Scott Buchanan, CNRMC's Programs/IPE Lead C920; Albert Johnson, NAMTS Plant Equipment Manager; and William Frazier, West Coast Production Equipment Specialist.

IPE recently procured a diver support vehicle (DSV) for supporting diver operations at Mid-Atlantic Regional Maintenance Center (MARMC). This new DSV is the second of three iterations and was built on a medium platform for navigating narrow roads, docks, and piers. The new DSV is a custom-designed vehicle that provides dive teams with the ability to mobilize essential support systems that are imperative for dive safety and efficient production while supporting day-to-day pier side operations in Underwater Ships Husbandry Maintenance practices on U.S. Navy surface ships, carriers, and submarines.

The new MARMC DSV replaces the NAVSEA dive bus, which was disposed of due to its age. The DSV provides MARMC divers with an upgraded portable dive platform with a diver toolbox and an installed NAVSEA 00C certified surface while reducing setup time and providing a more compact footprint on the pier. It also allows dive supervisors to utilize multiple pieces of dive equipment, tools, and ancillary support gear as they perform various cost-saving waterborne repairs to Navy Ships. With the addition of this new resource, there is an anticipated annual cost savings of approximately \$91,000 for MARMC.



While not directly tied to the NAMTS program in that there is no NAMTS NEC for Navy Divers, Underwater Ship's Husbandry (UWSH) divers support NAMTS I-Level maintenance via dry-dock avoidance services such as cofferdam emplacement and shaft seals which allow under the waterline, I-Level maintenance to be conducted while a ship is pier side. Additional services include propeller blade replacement and de-fouling. These services are a tremendous time and cost savers that get our ships back in the fight. The Diver Support Vehicle (DSV) will directly improve the ability of UWSH Divers to perform these services rapidly and effectively at the point of need in our fleet concentration areas.





HTs, Pay Attention! For Safety's Sake!



By Al Kinchen, NAMTS Afloat Structural Tester mentor



The Hull Technician (HT) rating is one of the more industrial jobs in the Navy and as such, there are some inherently dangerous pieces of equipment that HTs need to operate. These machines are extremely unforgiving to personnel who don't fully understand the setup and usage of the different modes in which they can be operated. It is important to read,

understand and follow the safety guidelines as well as the proper setup procedures for the equipment. These simple steps help prevent personnel injury as well as prolong the life of the machines.

Every one of our material cutting/punching machines require some amount of blade clearance for proper operation depending on the manufacturer's design specifications. When these clearances are not setup properly, we run the risk of the blades

hitting each other or if too far apart, the metal just bending over without cutting causing the machine to jam and overload.

One of the more hazardous evolutions is punching holes in various sizes and thicknesses of material. There are some simple rules to follow:

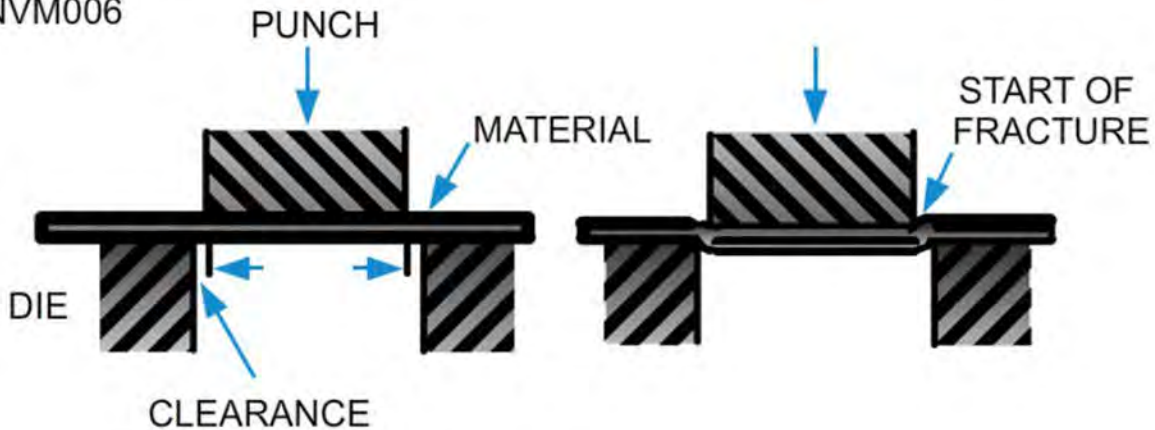
1) Do not punch holes smaller than the thickness of the material being worked. Example: do not try to punch 1/8-inch holes in 1/4 inch plate as it overloads the punch and can cause it to break.

2) The bottom die should always be larger than the punch being used. This varies by the machine manufacturer but can be anywhere from a 1/32 inch of clearance to a 1/16th inch of clearance. This clearance is to allow for the material to stretch as the punch starts to deform the material prior to the shearing action taking place.

See attached figure below.

If you are uncertain as to what the setup on your machine is, please review the manufacturer's technical manual for the proper setup instructions of the make and model you are working with.

02NVM006



Hull Maintenance Technician NAVEDTRA. Figure 13-25 — Punch-to-die clearance.



SURGEMAIN / RMC Cadre Conference



By Sharon Jones, Afloat NAMTS 3M and Watertight Closure mentor and Mike Dengate, Afloat NAMTS Outside Machine mentor



The Navy Afloat Maintenance Training Strategy (NAMTS) program hosted the 2nd Annual SurgeMain Mentorship Symposium with the introduction of the new RMC Cadre in Virginia Beach, Va., during the week of May 06.

SurgeMain which stands for “Surge Maintenance” consists of a group of the Na-

vy’s leading Reservists; it was established in 2005, by retired Captain Chuck Fidler, a former Naval Sea Systems Command (NAVSEA) Navy Reserve Engineering Duty Program Manager. It is not only the largest and most successful Navy Reserve Program, but SurgeMain is considered by many as the “flagship” of all Naval Reservist Programs.

The purpose in creating SurgeMain was to augment the Navy’s civilian shipyard workforce, which consisted of over 2,440 naval reservists from various trades and technical backgrounds until recently. On October 1, 2022, SurgeMain was divided with 28 units continuing to support the shipyards and 24 units were repurposed to support the CONUS Regional Maintenance Centers (RMCs). This new program has been dubbed the RMC Cadre.

NAMTS hosted its 2nd Annual SurgeMain Symposium with RMC Cadre to “train the trainer” and to maintain and develop a continuous self-sustaining NAMTS Mentorship Program throughout the SurgeMain Reserve Units. The NAMTS Mentorship Program is available for all SurgeMain Sailors to earn a NAMTS Navy Enlisted Classification (NEC).

The five-day event included coverage of the following topics: Core Fundamentals, Modular Object-Oriented Dynamic Learning Environment (MOODLE), Qualification Progress Report (QPR), and Mid-Atlantic Regional Maintenance Center (MARMC) Deck Plate training.

Opening Remarks were provided by Commander, Navy Regional Maintenance Centers’ Sailor Professional Development Program Manager (C930), Gerald “Jerry” Schrage, and contracted NAMTS Program Manager, Charlie Lynch.

Mentorship was provided to the SurgeMain and RMC Cadre Reservists by NAMTS team members Sharon Jones, Mike Dengate, Mr. Kelly E. Thomas, Andrew Porter, and Felicia Reid.

Jones and Dengate were hand selected to lead the event, providing men-

torship which will strengthen the shipyard workforce and all SurgeMain Units.

There were four days of NAMTS Core Fundamentals training coupled with a tour of Mid-Atlantic Regional Maintenance Center (MARMC). The NAMTS Core Fundamentals consists of increased knowledge, skills, capabilities, proficiency, and self-sufficiency. The SurgeMain/RMC Cadre attendees were astute and eager to learn to support their Depot Level Maintenance (D-Level)/Shipyard units and their Intermediate Level (I-Level)/RMC units.

The SurgeMain/RMC Cadre Sailors were introduced to several production shops during their tour of MARMC. Guided by Porter, the MARMC Regional NAMTS Coordinator, the group visited the Diesel Repair Shop, Pump Shop, Valve Shop, Inside Machinist Shop, and Hull Branch. During their walkthrough, uniformed MARMC NAMTS Skill Area Coordinators were available to brief their shops production capabilities and function as well as answer any questions the group may have. To round out the tour, Porter invited them to the MARMC NAMTS Office to demonstrate the process of enrolling, tracking, and testing a Sailor as they move through the qualification process. The tour of the production floor was most beneficial to the SurgeMain Sailors because of the contacts and networking generated during the visit.

“The NAMTS team did an excellent job conveying all the pertinent information needed to run our programs at our respective units. For that we are very grateful,” said MM1 Emilie Santiago, Regional Training Chief, Naval Reserve SurgeMain Region NNSY.

(L-R) CWO3 Casey Maust, NR SurgeMain N7 Dept. Head; HTCS Orlando Rosello, NR SERMC Regional Training Chief; EMCS Michael Penafior, NR SWRMC Regional Training Chief; HTC Jacob Patrick, NR MARMC Regional Training Chief; EMCS Audie Martin, NR SurgeMain N7 Shipyard Qualification SEL; Charlie Lynch (contracted NAMTS Program Manager); MM1 Emilie Santiago, NR SurgeMain NNSY Regional Training Chief; Kelly Thomas (Web Programmer & NAMTS IT Support); BM1 Joseph Molina, NR SurgeMain PNSY Regional Training Chief; MMC Phil Paugh, NR SurgeMain PSNS Regional Training Chief; Mike Dengate (NAMTS Afloat Outside Machine mentor); GSM1 Brock Puffett, NR SurgeMain PHNSY Regional Training Chief; Sharon Jones (NAMTS 3M/CSM/P/WTC mentor); ITSCM Diego Machado, NR SurgeMain N7 Shipyard Training SEL; and CWO3 Brandon Brake, NR CNRMC N7 Dept. Head. (Photo by NAMTS Public Affairs.)





MARMC Diesel Repair Efforts



By Andrew Porter, Regional NAMTS Coordinator; LCDR Alfredo Granadosangel, and EN1(SW) Kevin Mellor



Diesel engines form the backbone of most main propulsion systems in the U.S. Navy and their smooth operation depends greatly on timely and robust maintenance procedures. On some occasions, these

maintenance procedures require a major overhaul of the diesel's internal working parts and demands a significant effort from diesel subject matter experts. At Mid-Atlantic Regional Maintenance Center (MARMC), these experts are military and civilian members of Fleet Diesel Engine Inspectors (DEI) (C264) and the Diesel Engine Shop (C931). In late 2023, USS Gunston Hall (LSD 44) required a regularly scheduled engine overhaul as part of its Continuous Maintenance Availability (CMAV) for her Number 1 and 4 Ship's Service Diesel Generators (SSDG). This maintenance required an "all hands on deck" approach from MARMC's Diesel Repair team, especially since a job of this magnitude had not been accomplished by MARMC in the last 20 years.

The SSDG overhauls involved major disassembly of the Fairbanks Morse opposing piston, two diesel engines and meticulous reassembly, inspection, and testing. Each engine contains 12 cylinder liners, 24 pistons, 24 fuel injection pumps, 24 fuel injection nozzles, 26 main bearings, two thrust bearings, and 24 wrist pin bushings. Each part had to be inspected and measure to very precise tolerances to be suitable for installation, including: bearing saddles, crankshaft journals, connecting rods, piston rings, ring gap, blower, vertical drive, and perform thrust measurements. The fuel injection pumps and nozzles were tested and adjusted at the MARMC Diesel Engine Shop for proper operation. During reassembly, the exhaust boxes and air boxes were also cleaned.

The MARMC Diesel Shop took advantage of all this diesel maintenance by teaching Sailors enrolled in NAMTS Diesel Engine Governor and Injector Repair Technician and were able to complete several learning objectives critical to fleet self-sufficiency.

"Not only are we providing a mission critical service to the Navy, we are also teaching the next generation of Sailors the skills they need to be confident diesel mechanics," said EN1 (SW) Kevin Mellor, MARMC Diesel Shop

Fairbanks Pistons. (Photo by EN1 (SW) Kevin Mellor.)



LPO. "Through NAMTS, we are able to apply diesel repair fundamentals to any engine platform in the Navy using the principles laid out in the NAMTS requirements. It's an invaluable training aid and a force multiplier. Send us more work," added Mellor.

During this CMAV, MARMC also performed main and thrust bearing replacements for 1A and 1B main propulsion diesel engines (MPDE) as well as upper and lower jacket water header repairs to 1A, 1B, 2A and 2B MPDEs. Each of the nine main bearings and thrust bearing had to be carefully inspected and replaced for 1A and 1B MPDE. During these repairs to 1A MPDE, Code 931 personnel made the discovery of a damaged vibration damper after noticing metallic debris in the oil sump. This action may have prevented catastrophic damage to the engine if operated without repair.

Opportunities through production work are key to keeping Sailors' skills sharp!



The diesel crankshaft is extremely heavy and needs to be lifted up and away from the engine as carefully as possible. Engine spaces can be cramped but with well-practice rigging techniques, MARMC Sailors were up for the task. (Photo by EN1 (SW) Kevin Mellor.)



Cylinder liners absorb much of the friction from the inner workings of the diesel engine and are designed to be swapped out when worn. Installing new cylinder liners is a big job. Here, MARMC Sailors ensure that the O-rings are installed properly, so crank case oil doesn't leak. (Photo by EN1 (SW) Kevin Mellor.)



The Fairbanks Morse opposing piston diesel engine utilizes a massive crankshaft that is precision honed to be both strong and balanced. (Photo by EN1 (SW) Kevin Mellor.)



MARMC Sailor in the Spotlight



By Andrew Porter, Regional NAMTS Coordinator



DC2(SW) Mackenzie Duplisea is from Fredericton, Canada, the capital city of the Province of New Brunswick. Moving around often due to her father's U.S. Army career, she graduated from CIVA [Character,

Integrity, Vision and the Arts] Charter High School in Colorado Springs, Colo. in 2017. Being from a military family and living through the trauma of seeing her father wounded in 2006 by a suicide bomber in Iraq, DC2 Duplisea made the decision to enlist in the U.S. Navy after graduation to serve her country and build a life for herself. DC2 Duplisea has served aboard two Navy destroyers, USS Bainbridge (DDG 96) and USS Gonzalez (DDG 66).

Upon completion of sea duty, DC2 Duplisea transferred to Mid-Atlantic Regional Maintenance Center (MARMC) in May of 2023, and immediately immersed herself in opportunities available at the command. It was at MARMC that she was first introduced to the Navy Afloat Maintenance Training Strategy (NAMTS) program and quickly completed the requirements necessary to earn her NAMTS Navy Enlisted Classifications (NEC) in Watertight Closure Maintenance Technician, Valve Repair Technician, and Pump Repair Technician. She is currently enrolled in the NAMTS Heat Exchanger Job Qualification Requirements.



DC2(SW) Mackenzie Duplisea. (Photo by DC3 Lizbeth Ramoschavira.)



DC2(SW) Mackenzie Duplisea. (Photo by DC3 Lizbeth Ramoschavira.)

Earning three NAMTS NECs in a single tour of duty at MARMC is an exceptional accomplishment and highlights DC2 Duplisea's dedication to naval maintenance and training. When asked about the importance of NAMTS and what it means to her DC2 Duplisea said, "NAMTS translates to me as an opportunity to expand my knowledge and venture out into different maintenance skill areas. The power of all this knowledge would have greatly benefitted me and others while stationed shipboard."

DC2 Duplisea is also a full-time student at Coastline Community College studying for an Associate's Degree in Psychology.



NNSY's Skilled MRs Support FMB



By Andrew Porter, Regional NAMTS Coordinator



Machinery Repairmen (MR) working at Norfolk Naval Shipyard's (NNSY) Fleet Maintenance Submarines (FMB) perform a critical service to the U.S. Navy by providing depot and intermediate level repair capabilities to ships and submarines stationed at Naval Station Norfolk. Often times working hand in hand with Sailors from Mid-Atlantic Regional Maintenance Center (MARMC), NNSY FMB MR's

have the knowledge and equipment necessary to complete a variety of unique and challenging fabrications.

One such job was recently completed by NNSY Sailor MR2 (SW/AW) Mayra Zepedaalvarez, a multiple NAMTS Navy Enlisted Classification (NEC) holder. She completed the fabrication of a torpedo port guide roller bracket for USS Washington (SSN 787). The NNSY Inside Machine Shop was provided the technical drawing for the part to be fabricated by the port engineer. Using aluminum stock, MR2 Zepedaalvarez milled and machined the part to drawing specifications and returned it to the customer for QA and installation.

Jobs like this save the Navy money and help lower the cost of providing repairs to waterfront ships and submarines. The total cost for this repair was less than \$2,000, which was mostly the cost of the aluminum stock. This same work outside of NNSY or MARMC would likely have cost significantly more.

"NAMTS is a major qualification for Sailors in our shop," stated MR1(SW/AW) Jacob Czerwinski, NNSY FMB Inside Machine



MR2(SW/AW) Mayra Zepedaalvarez uses a Bridgeport Vertical Milling Machine to cut a shape aluminum stock to design specifications. Once completed, this part will be sent to USS Washington (SSN 787) for installation. (Photo by MR1(SW) Taylor Bowie.)

Shop Leading Petty Officer. MR1 went on to state that, "NAMTS provides us an excellent way to test our knowledge and challenge junior Sailors to be more proficient at shop standards and competencies. Without it, we'd need to come up with an equally rigorous and thorough qualification process to ensure that we have proficient Machinery Repairmen out in the Fleet."

MR1(SW) Taylor Bowie is the NNSY Inside Machine Production Petty Officer responsible for processing jobs and coordinating their completion. This includes analyzing the desired design and blueprints, working together as a team to draft a course of action, and creating the piece to ensure it meets all the requirements for the customer. Typically the design is fed into a program called Master CAM, where dimensions from the design are computerized and built virtually. Once the product is completed, it is returned to the customer for installation.

"This is a rewarding process because we use principles honed through the NAMTS program to guide us through the completion of the piece," said MR1 Bowie when asked what she found rewarding about her work at NNSY. Through NAMTS, Sailors in the NNSY Inside Machine Shop employ essential skills and expertise that are essential to waterfront commands as they prepare to deploy.



Bridgeport Vertical Milling Machine. (Photo by Andrew Porter.)



SERMC's Skilled Boatswain's Mates



By Osbert "Teek" Teekasingh, Regional NAMTS Coordinator



Sailors at Southeast Regional Maintenance Center's (SERMC) Rigger/Weight Tester Production Shop play a crucial role in handling weight equipment to support the complete repair of various ship components.

This shop consists of Boatswain's Mates (BM), the oldest rate in the Navy.

Boatswain's Mates are the unsung heroes at SERMC. They focus on enhancing their technical skills and knowledge through the NAMTS Program, which requires them to complete the NAMTS Rigger/Weight Tester Job Qualification Requirements (JQR) and pass a post-test and oral board to receive their NAMTS Navy Enlisted Classification (NEC).

At SERMC, the Rigger/Weight Tester Shop handles various rigging jobs, including critical and non-critical lifts. They conduct weight tests on lifelines, flight deck safety nets, J-bar davits, bridge cranes, and accommodation ladders, among others. Sailors who earn the NAMTS NEC contribute significantly to any afloat command by enabling self-sufficiency in repairs requiring rigging services.

One specific task is weight testing flight deck nets on surface vessels. This process is critical for safety. During a recent evolution, BM2 (SW) Daniel Garcia and BM2 (SW) Brice Smith used their skills to signal the crane operator in raising and lowering test weights into flight deck nets for a static weight test. This test was conducted on one of 37 flight deck edge safety nets and frame assemblies on USS Marquette (LCS 25), using a certified test weight of 1,000 pounds and 500 pounds for filler nets. The

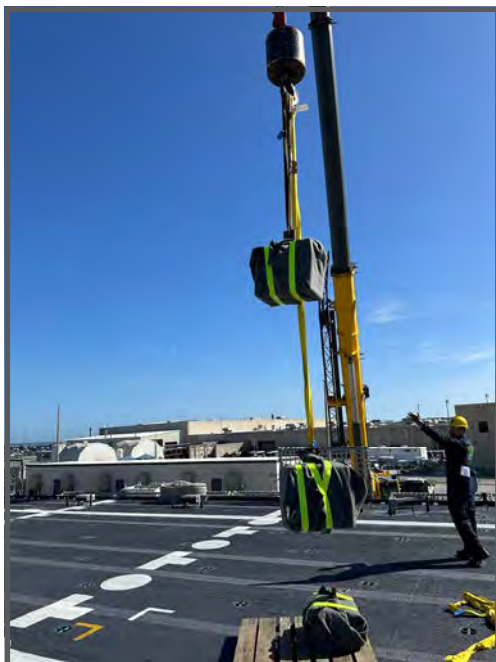


SERMC's BM2 (SW) Brice Smith is aboard USS Marquette (LCS 25) as he sends a signal to the crane operator weight testing flight deck nets. (Photo by BM2 (SW) Jazzment Shanks.)

weights were held for a minimum of ten minutes; the nets were covered with fabric to prevent damage to the netting during tests, ensuring a satisfactory post-inspection result.

"The NAMTS Rigger/Weight Tester program has helped me with becoming a better BM by helping me learn how to properly use rigging equipment and potentially be able to help me work smarter not harder if I go back to a ship. On the weight test side, it's helped instill in my knowledge of what our equipment gets tested at for exam purposes," said Smith.

"Being a part of the BM community has put me in positions of leadership as a junior sailor which taught me the value of communication amongst Sailors, I am grateful to be in my rate. The NAMTS program has helped me advance in rate by requiring me to read our tech manuals and NSTMs, keeping my knowledge fresh. In turn this will help me teach my junior Sailors in the future," said Garcia.



SERMC's BM2 (SW) Daniel Garcia is aboard USS Marquette (LCS 25) as he sends a signal to the crane operator during recent weight testing for flight deck nets. (Photo by BM2 (SW) Jazzment Shanks.)



PSNS & IMF Everett's Heat Exchangers



By Kirk Jeppson, Regional NAMTS Coordinator



During his keynote address during the WEST 2024 Conference on February 15, in San Diego, Calif., Secretary of the Navy Carlos Del Toro, stated, "I am personally committed to a fully integrated team—Sailor, Marine, civilian, contractor, and industry—working together to support our warfighters."

The Navy Afloat Maintenance training (NAMTS) program plays a crucial role in developing skilled journeymen within the Navy. Sailors who become journeymen through programs like NAMTS demonstrate expertise in performing specialized tasks and jobs. By enrolling in one of the 26 job qualification requirements (JQR), Sailors have the opportunity to gain hands-on experience and knowledge in their chosen field.

At Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) Detachment Everett, the NAMTS Heat Exchanger Repair Technician JQR is one way in which journeymen are being developed. Sailors in this program work on repairing and maintaining heat exchangers, essential components in various systems on naval ships. By mastering the technical aspects of heat exchangers and demonstrating proficiency in their work, Sailors can earn Navy Enlisted Classifications (NECs) that validate their skills and knowledge.

To cover the technical aspects succinctly, heat exchangers are made of a metal shell and tubes that work by transferring heat from one place to another. The exchanging of heat in the heat exchanger can be done between a liquid and another liquid, a gas and a liquid, or a liquid and a gas. There are three basic patterns of flow that are used in a heat exchanger; they are opposite flow, crossflow, and parallel flow. If not properly maintained, excessive corrosion can result in a heat exchanger. When properly maintained, heat exchangers can last a long time and save the Navy money and down time.



Using a heat exchanger training aide, MM2 (SW) Christopher Louis, demonstrates how to clean a heat exchanger using hand tools to MM2 (SW) Valerie Avalos. (Photo by MM2 (SW) John Rabanes.)



Using a heat exchanger training aide, MM2 (SW) Christopher Louis, demonstrates how to clean a heat exchanger using hand tools to MM2 (SW) Valerie Avalos. (Photo by MM2 (SW) John Rabanes.)

MM2 Valerie Avalos from Pharr, Texas, is currently working on her NAMTS Heat Exchanger Repair Technician NEC; she has been stationed PSNS & IMF Det. Everett for eight months and has also served aboard USS George H.W Bush (CVN 77). "It has been pretty cool to learn and to develop my skills through production work. So far, I've learned how to locate leaks using the hydrostatic testing methods and how to document the results," shared Avalos. Through earning the NAMTS Heat Exchanger Repair Technician NEC, Sailors become SMEs in repairing heat exchangers aboard naval ships. Heat exchangers are used all over the ship from the propulsion plant to auxiliary, fuel injection, refrigeration, air conditioning, and fresh water and steam turbine systems.

MM2 Christopher Louis has served in the Navy for nine years thus far and has been stationed aboard USS Ronald Reagan (CVN 76) and USS Abraham Lincoln (CVN 72). Gaining a lot of knowledge and experiences during those tours through the performance of production work has helped him with earning both his NAMTS Valve Repair Technician and NAMTS Heat Exchanger Repair Technician NECs. MM2 Louis is working on obtaining his third NAMTS NEC as he is currently enrolled in the NAMTS Pump Repair Technician JQR. "With NAMTS, we get credit for the work we do in the shop and onboard ships," said Louis.

Through programs like NAMTS, the Navy is able to cultivate a workforce of highly skilled journeymen who are essential to the maintenance and operations of naval ships. By investing in the professional development of Sailors, the Navy ensures that its fleet remains capable, efficient, and prepared for any mission.



TRFB Sailors Take NAMTS to New Heights



By Marvin Frilles, Regional NAMTS Coordinator



Two Sailors from Trident Refit Facility, Bangor's (TRFB) Hydraulics Repair shop, Gas Turbine Systems Technician (Mechanical) 1st Class Charles Hickox and Machinist's Mate Auxiliary 2nd Class Ronald Jumbelick, are taking their involvement in the Navy Afloat Maintenance Training Strategy (NAMTS) program to

new heights.

TRFB's Hydraulics Repair Shop has a team of civilians and Sailors who work together to repair, restore and overhaul a wide range of equipment used to maintain Ohio-class submarines.

Hickox, from Laurel, N.Y., completed his NAMTS Hydraulic Repair Technician Job Qualification Requirements (JQR) at TRFB to such an impressive degree that he became the only TRFB Sailor authorized to qualify other Sailors in the Processes section of the NAMTS Submarine Auxiliaryman Hydraulic Repair JQR. His efforts have led to improved active participation in the NAMTS program.

"Whenever we get assets in the shop, I make sure that everyone gets cycled through and gets hands-on training," said Hickox. "I make sure they even learn about all the paperwork involved, too. If there are no assets available, we use mockups."

Hickox's pursuit of excellence extends beyond his technical role. He currently serves as the acting president of TRFB's Welfare and Recreation Committee, spearheading the organization and planning of command functions and fundraisers that benefit the welfare of all. As the color guard captain, Hickox leads a team of Sailors representing the command at public events, ranging from naval ceremonies to Seattle Seahawks football games. His hard work and dedication were recognized in 2023, when he received the Bremerton Navy League's Maintenance Person of the Year award and was honored as TRFB's Junior Sailor of the Year, Fiscal Year 2023.

Most recently, in March 2024, he was meritoriously advanced to the rank of Petty Officer First Class.

Jumbelick, from Las Vegas, Nev., is another standout Hydraulics Repair Shop Sailor making strides in the NAMTS program. Upon his arrival at TRFB, he quickly familiarized himself with the NAMTS Submarine-specific Job Qualification Requirements (JQRs). Despite the Submarine Auxiliary-



TRFB Junior Sailor of the year, 2023, GSM2 (SS/SW) Charles Hickox with TRFB Commanding Officer, CAPT Michael Eberlein. (Photo by MC2 Sarah Christoph.)



GSM2 Charles Hickox (center) receiving the Navy League Award for Maintenance Person of the year. Also pictured (L-R) CMDCM Chase Krause, HTC Joshua Teselle, Bremerton Navy League President Mr. Thomas Zwolfer, TRFB Commanding Officer CAPT Michael Eberlein. (Photo by U.S. Navy Public Affairs Specialist, Jon Liston.)

man NAMTS Navy Enlisted Classifications (NEC) not yet being approved, Jumbelick demonstrated his commitment by enrolling in the program.

"I wanted to do more for myself, learn more, and just be better," Jumbelick stated.

Jumbelick enrolled into the NAMTS Submarine Auxiliaryman Hydraulics Technician JQR and is on track to complete his qualification ahead of schedule, aiming to be the first in the Navy to achieve this feat.

Recently, all four NAMTS Submarine Auxiliaryman JQRs were assigned their Navy Enlisted Classifications (NEC) and will be awarded to Sailors who complete these JQRs and pass their board.

In addition to volunteering as a NAMTS candidate, Jumbelick has taken on the role of Hydraulics Repair Shop NAMTS Coordinator at TRFB, where he maintains one of the best records for ensuring Sailor progress and remains highly engaged in his responsibilities. He proudly carries forward his father's legacy of service in the Navy's Submarine Force and shares his rate, Machinist Mate Auxiliary. With a dedication to pursuing a long-term career in the Navy, Jumbelick aspires to follow in his father's footsteps and achieve the rank of Chief Petty Officer.

Hickox and Jumbelick embody the spirit of excellence that inspires both the Navy and the NAMTS program. Their dedication ensures the continued development of competent and confident Journeyman-level Sailors, poised to effectively support the fleet.



GSM2 (SS/SW) Charles Hickox and MMA2 (SS) Ronald Jumbelick participating in training. (Photo by MC2 (SW/AW) Adora Okafor.)



SWRMC's Watertight Door Shop



Article and photos by Cedrick Ridley, Regional NAMTS Coordinator



Sailors in Southwest Regional Maintenance Center's (SWRMC) Watertight Door Shop (Code 922) constantly support the fleet.

In recent years, the SWRMC Watertight Door Shop has been a go-to on the waterfront when it comes to fixing and maintaining the watertight doors. In the shop, Sailors and civilians work together to disassemble doors brought in from ships and prep them for preservation. The preservation of doors, hatches and scuttles includes sandblasting, welding when necessary, powder coating and reassembling each door with new components. Upon completion, Sailors go to the ship and install the doors.

The Sailors in Code 922 are experts when it comes to quick acting water tight doors (QAWTD), individually dogged doors, hatches and scuttles. With more and more Sailors in the fleet doing the work on the ships, it was obvious that we needed to ensure all our Sailors know how to troubleshoot, repair and maintain the watertight fitting on our Navy ships. The Navy Afloat Maintenance Training Strategy (NAMTS) program has become an integral part of properly training our force. With over 150 Sailors at SWRMC currently enrolled and many others already completing the NAMTS Watertight Closure Maintenance Technician JQR, our fleet's material readiness is getting better with each Sailor that graduates from the NAMTS program.

The Watertight Door Shop is led by DCC (SW/AW) Justin Haberly, who serves as the Skill Area Coordinator for the NAMTS Watertight Closure Maintenance Technician program at SWRMC. The shop holds weekly hands-on opportunities involving hinge assemblies, dog assemblies, QAWTDs, QAWTS, and Mafo doors.

DC2 (SW/AW) Paola Navarro serves as the NAMTS Work Center Supervisor (WCS). She recently taught a group of Sailors how to conduct a proper chalk and string test on a QAWTD. Highlights of the training included ensuring Sailors understand how to determine if a door is truly warped so they can ensure that the ship they are assigned to can properly get a job in for the door to be replaced, ultimately improving the ship's material condition of readiness.



“As the Work Center Supervisor for Watertight Closures, I've enjoyed having the ability to teach different rates about the significance of all different types of closures in the fleet. My chain of com-

DC3 Devin Rivers (right) and DCFN Noah Steadman conduct a knife edge inspection on a Quick acting Watertight Door on board an Independence variant LCS.

mand has worked very hard to obtain actual doors in order for us to provide a realistic form of training which allows Sailors to understand the importance of maintenance and up keeping to keep a ship afloat,” said Navarro, of El Centro, Calif.

During a recent Planned Maintenance Availability (PMAV), Sailors from Code 800's Maintenance Execution Team (MET) demonstrated the skills learned from the NAMTS Watertight Closure Maintenance Technician JQR aboard a Littoral Combat Ship (LCS) stationed at Naval Station San Diego. Sailors on the MET are responsible for conducting PMS aboard LCS ships in order to support the mission of the minimally manned rotational crews. Having Sailors qualified to maintain the watertight integrity of these ships has allowed for the on-hull crews to focus on the mission whether in-port in San Diego or over the horizon abroad.

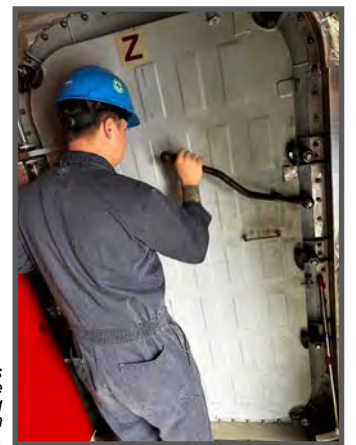
“The NAMTS Water Tight Closure [WTC] program is very efficient; training is made available four times a week to incorporate a variety of topics. Training instructors are knowledgeable and stay back to answer additional questions. hatches are very thorough with diagrams and hands-on training. I have personally done three other NAMTs JQRs and WTC has offered a huge variety of topics, training and knowledge skill sets that will help train Sailors in the fleet,” said BM1 Desirae Stern, of Thornton, Colo.

“The NAMTS watertight course was very informative. With there being physical doors and a scuttle on display, it made learning each part/component very easy to grasp. The trainings held by DC2 Navarro and DC2 Leal were especially helpful because they were very well spoken and explained things in a way that made training informative and comprehensive. With knowledgeable trainers and displays on hand, it made NAMTS WTC something I wanted to participate in,” said DC2 Marcus Threadcraft, of Atlanta, Ga.



DCFN Noah Steadman (front) and DC3 Devin Rivers conduct an inspection of the gasket on a Quick acting water tight hatch on board an Independence variant LCS.

DCFN Noah Steadman inspects the wedges and dogs for torque adjustment on a Quick acting Watertight Door on board an Independence variant LCS.





SWRMC's Engine Shop after the Flood



Article and photos by Doug Goerisch, SWRMC Code 931 Engine Product Family SME



During the recent San Diego flooding in the spring, one of the local contractors that work with Southwest Regional Maintenance Center (SWRMC) experienced severe flooding in

their shop.

Located on their shop floor at the time the flooding occurred were 32 PC2.5 cylinder heads, 32 Rocker Arm assemblies, 24 PA6B cylinder heads and various pumps and nozzles, all of which had just been overhauled and certified by the SWRMC Engine Shop. Each of these components were covered in 3 feet of water due to the flooding; SWRMC was notified and conducted a site visit to observe the damage.

SWRMC's Engine Shop quickly responded and the cylinder heads were washed with fresh water, loaded onto three SWRMC trucks, and transported to the Engine Shop on base. After receiving these components, the Engine Shop blew out all cavities and put each cylinder head on its side in order to expose the fire deck and valve assemblies.

Engine Shop personnel then coated the complete assemblies in a Commander, Navy Regional Maintenance Center approved product, Ship 2 Shore's Corrosion Preventative Compound (CPC) 500. SWRMC then conducted a full disassembly and mechanical cleaning of each cylinder head and noticed that the compound was highly effective and efficient in preventing flash rusting or additional damage to any of the cylinder head assemblies or seating surfaces.

Full disassembly of each component and a thorough mechanical cleaning was done not only at a cost savings of over \$5.5 million for not having to replace the components. In addition, with the one and half year lead time for PA6B/PC2.5 cylinder heads, this would have resulted in a lengthy extension to two naval ships in current availabilities. With innovations from CNRMC and the quick and efficient response by the SWRMC Engine Shop, this is a huge win for the Navy support teams.

The Sailors photographed have all either earned or are working towards earning their NAMTS Diesel Engine Governor and Injector Repair Technician Navy Enlisted Classification.



Flooding this past spring at a contractor facility outside Naval Base San Diego.



Shop floor with cylinder heads.



Cylinder heads coated with CPC 500.



Above: Rocker assembly coated with CPC 500 after one week.

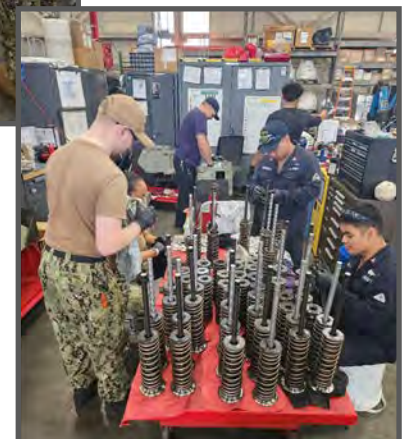
Below: Rocker assembly coated with Nox-Rust after one day.



Above: EN2 (SW) Timothy Reynolds, EN2 (SW) Jeremine Morgan*, EN2 (SW) Carol Rodriguez, EN2 (SW) Kendric Oliver, EN2 (SW) Austin, and EN2 (SW) Kimberly O'Neal* clean parts.

Right: (L-R) EN2 Brandon Hartung, EN2 (SW) Jugoraymund Escalante, EN1 (SW) Destiny Coursey, EN1 (SW) Kaelin Khammasiiv and civilians Nate Dabbs and Mike Chavez work on disassembly.

* denotes NAMTS Diesel Engine Governor and Injector Repair Technician NEC holder





Hawaii Regional Maintenance Center's (HRMC) Realignment



By Philip Bowler, Regional NAMTS Coordinator



Hawaii Regional Maintenance Center (HRMC) embarked in the process of reassigning Sailors to Fleet Maintenance Surface (FMR) production shops. The shift provides ships access to the Regional Maintenance Center's (RMC) capabilities across the waterfront, increasing convenience and efficiency in seeking repairs. Increasing the utilization of Navy

Afloat Maintenance Training Strategy (NAMTS) Sailors, HRMC is working to improve its business processes to offer the skillsets to increase ship's readiness in the face of escalating tensions across the Pacific.

To maintain and potentially even expand the NAMTS capabilities, Hull Technicians were selected to be the front runners of this initiative led by HTC William Jones. Using mock-ups and expanding capabilities within the realms of welder/brazer, watertight enclosure and shipfitter to ensure that their training capabilities are not lost in the process. "One of the challenges we face during this, is the planning and execution to ensure that the Sailors' have ample time to exercise their production capabilities, while maintaining their training readiness during Shipboard availabilities and emergent repairs that come into our lap. The NAMTS program provides these solutions to the hands-on training to maintain these proficiencies," said Jones.

By deploying Sailors into the production shops, HRMC and FMR aim to capitalize on NAMTS to bestow skills, shipboard familiarity, technical expertise, and hands-on experience, enabling them to execute repairs with precision and agility. As a collaborative workforce this will present numerous benefits including cost savings, specialized training, continuous learning and trade certifications relevant to shipboard repairs to include the NAMTS program.



MM1(SW) Joshua Abrahamson conducts NAMTS training and common issues for hydrolancing a cooler tube in preparation for a Main Lube Oil Cooler job aboard USS Shiloh (CG 67). (L-R): MM1(SW) Joshua Abrahamson, MM2 Jacob Ellis, MM2(SW) Thomas Ocao, MM2(SW/AW) Lucas Pettis, MM2(SW) Raheem Ebanks, MM3 Cy Borgesapao. (Photo taken by MM1(SW/EXW) Luke Newton)



DC2(SWHT2(SW) Lorey Slater conducting an oxyacetylene brazing of an insert-type pipe socket as he works through the NAMTS General Shipboard Welder/Brazer JQR. (Photo by HT1(SW) Malcolm Luckie.)

Pearl Harbor Naval Shipyard is unique in term of capabilities and training opportunities; one of these available resources that HRMC Sailors benefit from is the Continuous Training and Development (CTD) program that fosters a culture of skill development amongst their civilian counterparts as they are engaging with the apprenticeship program famous across the Hawaii waterfront. It is essentially a transfer of knowledge from Subject Matter Experts (SME) of civilian counterparts and/or ex-military to impart invaluable knowledge and skills to stay abreast of best practices and lessons learned from various maintenance operations. This was evident during USS Wayne E. Meyer's (DDG 108) Selective Restricted Availability (SRA), where the joint workforce was able to complete the availability eight days early.

USS Shiloh (CG 67) recently homeported to Pearl Harbor, entered a Continuous Maintenance Availability (CMAV). During the availability, NAMTS Sailors conducted a hydrolancing job of a heat exchanger (HE) condenser, it was found by a local HE SME MM1 Newton that numerous cooling rows of the condenser tubes were severely clogged. In this state, the efficiency of cooling down the transfer of heat by the condenser is greatly decreased, enabling the governing equipment to run hotter than usual, and diminishing the overall life or premature destruction of the equipment. But with the assistance of NAMTS Heat Exchanger qualified Sailors, they provided a solution to complete the job within the same day instead of multiple days that was originally expected. These Sailors are demonstrating one of the benefits the NAMTS program in propagating technical experts in the field of their expertise.

HRMC's decision underscores its commitment to innovation and operational excellence. By leveraging internal resources, we enhancing the efficiency of ship repairs while also strengthening the overall readiness of the fleet. As the maritime landscape continues to evolve, this proactive approach to maintenance sets a precedent, illustrating the transformative potential of integrating Sailors into production shops. With this paradigm shift, HRMC charts a course towards a more agile, responsive, and resilient maritime force.



MR Practice Makes Significant Progress!



Article and photos by Darrell Monroe, Afloat NAMTS Inside Machinist mentor



It has been proven many times over that Machinery Repairmen (MR) can become very proficient in their skills when they are allowed to practice, or when regularly tasked or utilized to perform machine shop work. After all, that is why they are placed on ships in the first place. A proficient MR can ultimately make the difference between a ship in motion vs. a ship that is D.I.W. (dead in water)! I know this first hand because I was one

of those MRs! I led teams that kept systems operational, kept the ship moving, and even kept catapults up so flight operations did not cease, along with making many other critical repairs on ships systems.

The Machinery Repairman Study Guide (NAVEDTRA 14345A) as well as many other Naval Education and Training (NAVEDTRA) study guides echo this sentiment by saying things like "...practice with it..." "To gain this experience, practice by..." "...it is good practice..." or "Experience and practice is needed to do this accurately and safely."

Aboard USS Rushmore (LSD 47), the Sailors who work in the Machine Shop take advantage of this mentality by regularly challenging each other in machining processes. FN Jonathan Robert, MR2 Legend Hands, and HT2(SW) Michelle Ruiz-Cruz teach, learn and practice their skills in machining at every opportunity. As MR2 Hands says, "No matter how good you are, you never stop learning." They regularly challenge each other to create usable items for the shop. One recent example is this; the lathes were missing some handles, and their endeavor was to learn and become proficient with knurling.

The Machinery Repairman (MR) book (NAVEDTRA 14345A) describes knurling as...

A knurling tool forms a pattern on the work by being fed into the work as it revolves. The purpose of knurling is to give a roughened surface on round metal parts to give a better grip for handling.

The shop personnel decided to put two and two together; ta-da, machining challenge!



Rushmore's Machine Shop personnel follow a proper process when manufacturing parts for the ship. They follow the same process when challenging each other. Every part made starts with a sketch or drawing. By putting everything on paper, it will identify things like difficult features,

An part that was manufactured in the shop for use aboard the ship.

specialized tooling, proper dimensioning, and allows for repeatability if more than one item is needed.

Manufacturing lathe handles is a nice challenge but knurling as an extra feature, was where the real challenge began. After an in-depth setup and several

practice runs were done, four handles were manufactured and installed on the machines. The end result was a fantastic product that is also a bragging point for their shop! "Duct tape for everything," HT2 Ruiz-Cruz says jokingly, after realizing the detail that goes into each piece made. Sailors who take personal responsibility for their shop and improve on the conditions will typically feel vested and will take ownership of that shop. In the words of FN Robert, "Never settle for anything less than you deserve."

FN Robert, MR2 Hands and HT2 Ruiz-Cruz were so impressed with the outcome that they looked for other items they could make using this knurling setup. They decided to make some one-of-a-kind file handles, which came out even better than the lathe handles. FN Robert said, "I've learned a lot of life lessons and it's really set me up to be successful afterwards."

Practice is making them better at every challenge; when work comes through the shop door, Rushmore machining Sailors will be ready.

A look at one of the lathes sporting new handles that were manufactured as part of the knurling challenge.

Inset: Work begins as a sketch or a drawing.



L-R: FN Jonathan Robert, MR2 Legend Hands, and HT2(SW) Michelle Ruiz-Cruz, FN Robert and HT2 Ruiz-Cruz are holding files with file handles that they manufactured, and MR2 Hands is holding a handle that he made for one of the lathes. All of these were part of the shop's knurling challenge. Inset: A closeup at one of the file handles.





Not Your Typical MR



Article and photos by Victor Elias, Afloat NAMTS Inside Machinist mentor



Being a machinery repairman aboard a United States Navy vessel is a crucial role that plays a significant part in the crew's overall success and safety. A machinery repairman, also known as an MR, is responsible for maintaining and repairing all types of mechanical equipment on the ship including engines, generators, pumps, and other critical systems.

The role of an MR is essential in keeping the ship running smoothly and efficiently. Without a skilled

MR, the ship cannot carry out its missions effectively. They also perform routine maintenance checks to prevent any potential issues, which helps avoid costly repairs and downtime.

Petty Officer Third Class Robert Figueroa serves on USS Harpers Ferry (LSD 49) and has proven himself a skilled machinist despite not attending the Navy's Machinery Repairman "A" school. He has achieved this due to his participation in the Navy Afloat Maintenance Training Strategy (NAMTS) program, which has dramatically enhanced his technical skills.

MR3 Figueroa has significantly improved his technical skills with the help of numerous training guides and through mentorship that NAMTS Inside Machinist Subject Matter Experts (SME) provide. If he encounters a repair or manufacturing process that he is unfamiliar with, he knows he can rely on NAMTS materials and SMEs to mentor him throughout the process.

Over-the-shoulder mentorship provided by NAMTS SMEs can greatly benefit machinery repairmen as a mentor can provide guidance and advice on how to successfully maintain and repair mechanical equipment and offer insights into the best practices for ensuring the safety and well-being of the crew. Additionally,

a mentor can help machinery repairmen acquire new skills and knowledge, leading to career growth and advancement opportunities. Ultimately, having a mentor can help machinery repairmen excel in their roles and contribute to the overall success of the ship.

MR3 Figueroa conducts a thorough inspection of his milling machine prior to performing preventive maintenance as per the guidelines outlined in the 3M manual. This is an important step in ensuring the optimal performance and longevity of the equipment.



MR3 Robert Figueroa inspecting the lubricating filter before installing the lubricator holding unit for the Bridgeboard Milling Machine.

MR3 Figueroa believes that imagination is the key to machining. He is currently developing his skills as a craftsman with the support of the NAMTS program and is making significant progress toward becoming an excellent machinist.

Being a U.S. Navy MR is an important and challenging role that requires skill and expertise. MRs are responsible for ensuring that all mechanical systems on the ship are functioning correctly. Their ability to work under pressure, troubleshoot problems quickly, and repair critical systems is essential in emergencies, making them an indispensable part of the Navy team.



MR3 Robert Figueroa is preparing to install a lubricator holding unit for the Bridgeboard Milling Machine after conducting an after lubricating filter inspection aboard USS Harpers Ferry (LSD 49).





Well-trained NAMTS Riggers/Weight Testers Help with Loads



By Brian Epling, NAMTS Afloat Rigger/Weight Tester mentor



For the better part of the past two decades, Sailors at sea have become more reliant on civilian expertise to strategically extract or install heavy and oversized equipment traversing multiple levels and passageways aboard ships. Rigging is a daunting task that takes hours of planning, and hours of maintenance on equipment used to successfully execute the process.

Today's routines aboard ships in combination with leaner manning have given less time for leadership to focus on training Sailors on rigging fundamentals, something that used to be routine; the focus is often shifted to more relevant tasking such as maintaining personnel readiness and preparing for today's operational environment. The unique demands of today's operational environment have unintentionally created a demand for Sailors to be able to execute rigging tasks at sea without the support of an intermediate maintenance activity having to come from the nearest facility, which could be thousands of miles away.

Insert the NAMTS Rigging/Weight Tester mentors! In November, the NAMTS team added subject matter experts for the specific task of filling the gaps that will assist ship's force to certify Sailors on ships with a NAMTS Afloat Training Activity (NATA) to provide that self-sufficiency. Since November 2023, eight Sailors have enrolled in the NAMTS Rigger/



BM1 Kindrick and BM2 Oneil conduct the 300 series Rigger Weight Tester NEC through ships rigging as part of their efforts to earn their NEC. (Photo by Brian Epling.)



Sailors aboard USS George H.W. Bush (CVN 77) (L-R) BM2 Robert Swanson, BM2 Donald Willams, and BM1 Jason Wyatt, demonstrate a foundation rigging on the ship's forecabin deck to satisfy requirements of the NAMTS Rigger/Weight Tester job qualification requirements. (Photo by USS George H.W. Bush Public Affairs.)

Weight Tester job qualification requirements (JQR) on three classes of ships including USS George H.W. Bush (CVN 77), USS Iwo Jima (LHD 7), USS Tortuga (LSD 46); an additional nine Sailors are expected to enroll in the JQR from USS Harry S. Truman (CVN 75) as soon as they complete the NAMTS Core Fundamentals JQR.

Over the course of the spring and summer, enrollment is expected to increase as ships return from deployment. With more certifying Sailors, the fleet is sure to become more self-sufficient as those Sailors rotate through tours, advance in rank and train the Sailors under their charge. These capabilities are priceless, especially during times in which resources can become difficult to come by due to operational demands. As maintenance demands evolve and increase at sea, it will be critical to have the skills available on demand on multiple platforms. The NAMTS program is building solid foundations aboard NATAs as the program has already done at shore-based maintenance facilities. These Sailors will undoubtedly be a critical piece in the maintenance realm and keep the ships in the fight.



BM2 Donald Willams and BM2 Robert Swanson discuss safety and rigging strategy to remove a 900 lb plate as part of the NAMTS Rigger/Weight Tester JQR to earn the associated Navy Enlisted Classification (797A). (Photo by USS George H.W. Bush Public Affairs.)



Teamwork Gets USS Cole's Lathe Repaired



By Al Kinchen, Afloat NAMTS Structural mentor and Rick Smith, Afloat NAMTS Inside Machinist mentor



In early March, USS Cole's (DDG 67) Port Engineer, James McGrath, reported that the engine lathe aboard Cole had lost the use of both feed and threading lead screws on the series 515 Weiler Universal Center lathe. A request for outside activity technical assistance was submitted to Mid-Atlantic Regional Maintenance Center (MARMC) to assess and restore the lathe to normal operating condition (JSN ER03-0069). MARMC representatives MRC (SW) Wyatt Pear-

son, MR1 (SW) Mickie Kitchens and MR1 (SW) Raymond Lee, in conjunction with contractor support by way of Afloat NAMTS Inside Machinist mentor, Rick Smith, and Afloat NAMTS Structural mentor, Al Kinchen, conferred with team MARMC, researching technical information from the Original Equipment Manager (OEM) and reviewing assembly blueprints while conducting various movements of feedbox shifting levers.

Upon initial assessment, both feed and threading lead screws only exhibited partial engagement during lever movements. The lathe was deenergized and the lubricating oil and upper lid cover was removed for an assessment of the headstock gear assemblies. Individual inspections of gear teeth and proper engagement were conducted, resulting in the discovery of lead screw movement when the four-handled lead screw selection lever located outside the feedbox was placed in a different position from the original home position. A determination of a handle that had slipped on its mating shaft required a repositioning to the original home position, which resulted in properly rotating lead screws. Lubricating oils were replenished, completing annual PMS requirements of the (A-4) PMS card. Upon clearance of the electrical tag outs, restoration efforts commenced and the lathe was operationally tested with the proper engagement of feed and threading selections by ship's force, MR2(SW) Jody Wikert, achieving satisfactory results.

The support of Cole's maintenance team, engineering leadership, and ship's force was outstanding for all outside source team members. The NAMTS/NATA team welcomes the opportunity to provide mentorship in self-sufficiency efforts to ship's force personnel and remains available for future questions and technical guidance prospects.



Afloat NAMTS Structural mentor Al Kinchen and MR2 (SW) Jody Wikert as they tried the lathe in different set ups. (Photo by USS Cole Work Center Supervisor.)



About the NAMTS NATA program



What is 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 46 designated afloat activities are collaborating on specific repair and maintenance “value streams” to form the Navy’s largest “SEA” school:

- Maintenance Competency Development
- Material Readiness Support
- Shop Production

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

Most members on the NAMTS team are either Regional NAMTS Coordinators who are usually located at an RMC, NSY, or TRF or they are part of the Afloat side of the program as Afloat NAMTS Coordinators or Afloat mentors, belonging to our East Coast (Norfolk, Va. and Mayport, Fla.) or West Coast (San Diego, Calif.) teams.

NAMTS is evolving to:

- Enhance Sailor “troubleshooting” skills
- Increase “toughness” with Sailors capable of repairing ship-



board equipment to operationally safe and technically acceptable condition to meet mission requirements

- Qualify Sailors to fill billets at-sea to sustain shipboard organic maintenance capability
- Decrease dependency for onboard technical assist
- Reduce the need to send jobs ashore and requests for outside assistance

Who are the NAMTS Afloat Training Activity (NATA) mentors?

The Navy Afloat Maintenance Training Strategy team is comprised mostly of retired Chiefs and Limited Duty Officers who care deeply about our fleet and continue to serve our country with the knowledge and expertise they gained while in uniform.

Areas of expertise range in primarily hull, mechanical, & electrical (HM&E) disciplines and we have an East Coast team near Naval Station Norfolk, a West Coast team near Naval Base San Diego, and an Inside Machine subject matter expert who works from Southeast Regional Maintenance Center in Mayport, Fla.

What we do:

SMEs provide afloat units with deck plate “over-the-shoulder” technical assistance and mentorship

Pre-Visit

- Identify NAMTS enrolled personnel
- Identify NAMTS JQR mentoring required
- Review CSMP and identify ship’s force capable jobs to provide over the shoulder technical assistance and JQR signature sign off
- Coordinate with NAMTS Afloat Scheduler, ANC, Port Engineer, Ship’s Engineering Officer and Command NAMTS JQR Coordinator for NAMTS SME support

Visit

- Identify Shop IPE & Tool requirements to accomplish mentoring / task accomplishment
- Document NAMTS personnel name, rate, JQR line item signed off, and repairs accomplished by JSN (if applicable)
- Assist with over the shoulder mentoring identified during the pre-visit

Post-Visit

- Submit JQR line-item signature sign off progress information to the ANCs for CeTARS entry
- Provide recommendations for follow-ups or program improvement

How to get in touch:

For more information or to schedule a visit, contact our Afloat Lead, Russell Lincoln, through any of the following:

(757) 578-5139

russell.lincoln@valkyrie.com

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NAMTS Standardization Conference team photo taken on 18 October 2023 by Stacey Duffman.



NAMTS Afloat Training Activities (NATA)



Over twenty-five years ago, in 1996, the Navy Afloat Maintenance Training Strategy (NAMTS) program was established to provide Sailors with the opportunity to enhance their knowledge and skills through hands-on journeyman task accomplishment; the program was initially developed and stood up at shore-based Intermediate Level (I-level) Maintenance Activities. The goal was to enhance Hull, Mechanical, and Electrical rated Sailors' skills and improve fleet strike force organic maintenance capability, material self-sufficiency, and enhance operational readiness. In 2015, Commander, Navy Regional Maintenance Center (CNRMC) expanded NAMTS and the program's Afloat Training Activities (NATA) were established. Initially, it was available on large platforms that had the capabilities to complete significant voyage repairs while Carrier Strike Groups and Expeditionary Strike Groups were deployed. USS Nimitz (CVN 68) was the test pilot for the NATA initiative, during which fourteen Sailors aboard the command enrolled in the program. The pilot aboard Nimitz proved to be highly successful, so additional NATA sites were established. Currently, there are 46 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 include:

CVNs

Every Aircraft Carrier currently in-service in the United States Navy has a NATA and there are 249 carrier Sailors enrolled in the NAMTS program (156 on the East Coast Carriers and 93 on the West Coast Carriers) with 15 graduates in the last 12 months.

NAMTS Afloat Training Activities Aircraft Carriers

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

Amphibious Warfare Ships

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

Cruisers

- USS Cowpens (CG 63)

Destroyers

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

Amphibious Transport Docks

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

Dock Landing Ships

- USS Germantown (LSD 42)
- USS Tortuga (LSD 46)
- USS Rushmore (LSD 47)
- USS Ashland (LSD 48)
- USS Harpers Ferry (LSD 49)
- USS Carter Hall (LSD 50)
- USS Oak Hill (LSD 51)
- USS Pearl Harbor (LSD 52)

Submarine Tenders

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

Assault Craft Units

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

Auxiliary Floating Dry Dock

- Dynamic (AFDL 6)



NAMTS Afloat Training Activities (NATA)



CVN Highlights

USS George H.W. Bush (CVN 77)

Three Sailors aboard George H.W. Bush have recently completed the NAMTS Valve Repair Technician JQR and earned their NEC. They are MMN1 Dylan Mizelle, MMN2 Kyle Walsh, and MMN3 Delroy Graham II. Congratulations! MMN2 Walsh is now enrolled in his second NAMTS NEC skill path and plans to work hard and complete his NAMTS Pump Repair Technician JQR and earn another NAMTS NEC.

LHD / LHA Highlights

USS Essex (LHD 2)

The new NAMTS JQR Coordinator aboard USS ESSEX is LCDR Charlie Lopez. He is leading the charge with a wealth of experience and a commitment to excellence; he recognizes the program's potential to elevate the ship's operational and maintenance capabilities. LCDR Lopez's leadership ensures that ESSEX and its crew will be well-prepared for the challenges that lie ahead. Essex currently has 61 Sailors enrolled in 6 NEC skill areas.

USS Boxer (LHD 4)

As USS Boxer Prepares for deployment the NAMTS Program takes center stage in maintenance training by recognizing the value of cutting-edge training methodologies. This is evident with the ship's two new 797A Rigger/Weight Tester graduates BM1 (SW) John Macvane and BM1 (SW) Juan Ortiz. The ship is also trying to ensure that its crew is ready for the challenges that may arise during deployment. The NAMTS program has been tailored to address all systems and components essential to Boxer's mission requirements. Boxer currently has 54 Sailors enrolled in 5 NEC skill areas.

USS Bataan (LHD 5)

USS Bataan returned from deployment in March. While deployed, 11 of her Sailors managed to earn 12 NAMTS NECs, with one Sailor, EM1 John Davis earning both his NAMTS Inside Electrical Repair Technician and NAMTS Outside Electrical Repair Technician NECs. The other Sailors who knocked out their JQRs while deployed to earn their NECs are as follows:

- NAMTS Valve Repair Technician: MM2 Kevon Joseph, MM2 Matthan Bourgeois, and MM2 Timothy Anderson
- NAMTS Outside Electrical Repair Technician: EM1 Derrick Camino, EM1 John Robert Davis, and EM3 Corey Cutshall
- NAMTS Pump Repair Technician: MMFN Jeffrey Perry
- NAMTS Heat Exchanger Repair Technician: MM1 Stephen Scott
- NAMTS Corrosion Control Program Technician: BM2 Hayley Untied and GM3 Casey Barrett

USS Makin Island (LHD 8)

USS Makin Island is in the middle of an availability, making it the perfect time to focus on NAMTS. As the crew refines their skills and deepens their understanding of the ship's systems, Makin Island is poised to emerge from this maintenance availability not only more technologically advanced, but with an

exceptionally proficient and adaptable crew. Makin Island currently has 15 Sailors enrolled in 6 NEC skill areas.

USS Tripoli (LHA 7)

As USS Tripoli prepares to complete a maintenance availability, she's preparing for an upcoming Light Off Assessment. The ship's integration of the NAMTS program is poised to yield substantial benefits; by refining crew skills, optimizing NAMTS maintenance practices, and instilling a culture of continuous improvement, the ship has positioned itself for sustained maintenance excellence. USS Tripoli currently has 27 Sailors enrolled in 8 NEC skill areas.



L-clockwise: Afloat NAMTS Coordinator, Phil Simpson; Assistant NAMTS JQR Coordinator, ICC (SW) Courtney Doliente-Tayag; Command NAMTS JQR coordinator, EMC (SW) Nicholas Larson; Incoming Command NAMTS JQR coordinator, MMC (EXW) David Thomas; TOP SNIPE GSCM (SW/AW) Sean Helm, CHENG, CDR Kevin Bacon; Contracted NAMTS Program Manager, Charlie Lynch; and contracted NAMTS Assistant Program Manager, Kevin Bond, meet on April 23, aboard USS Tripoli (LHA 7) to discuss the ship's growth of their NAMTS program. (Photo by Kat Ciesielski.)

DDG Highlights

USS Stethem (DDG 63)

USS Stethem recently returned from a successful seven-month deployment. While deployed, the NAMTS program was at the forefront of Stethem's maintenance program, epitomizing the Navy's commitment to maintenance excellence by integrating real-time monitoring, adaptive scheduling, crew expertise, resilient supply chains, and strategic partnership. Adding the NAMTS program to their maintenance toolbox, the guided-missile destroyer was able to maintain its combat readiness while navigating the challenges of the open seas with confidence.

USS Jason Dunham (DDG 109)

USS Jason Dunham, which was the East Coast pilot program for destroyers, celebrated its first graduate, DCFN Aaliyah Feeley, who earned her NAMTS Watertight Closure Maintenance Technician NEC. See page five for more!

LPD / LSD Highlights

USS San Antonio (LPD 17)

USS San Antonio (LPD 17) has 34 Sailors enrolled in six NAMTS JQR skill areas. With two weeks left in his tour, MR1 Brandon Sligh passed his test and oral board to receive his NAMTS Air Conditioning Repair Technician NEC all while going through a rigorous engineering schedule due to an LOA.



NAMTS Afloat Training Activities (NATA)



USS Anchorage (LPD 23)

USS Anchorage is relatively new to the NAMTS program. Anchorage's Command NAMTS JQR Coordinators are HTC Horacio Perezramos and EMC Kash Lewin. They are making great strides and showing that NAMTS is a much wanted and needed program aboard their ship. Anchorage has integrated NAMTS training into their weekly engineering training schedule and they have implemented it into Command indoctrination for all new personnel to the ship. They are ensuring that all incoming Sailors know that NAMTS is aboard and that they understand its importance for the ship's maintenance capabilities and the important part it can play in the advancement of their professional careers. Anchorage currently has 9 Sailors enrolled in 5 NEC skill areas.

USS Somerset (LPD 25)

USS Somerset's EM1 (SW) Johnpatrick Rana is at the forefront of the ship's NAMTS program as he recently earned his NAMTS Outside Electrical Repair Technician NEC. Rana's specialized training has significantly enhanced the ship's electrical systems maintenance, ensuring optimal performance and reliability. His expertise has been pivotal in overseeing critical repairs and maintenance tasks, underscoring the importance of NAMTS in equipping sailors with the skills necessary to uphold operational readiness. USS Somerset's utilization of NAMTS-trained personnel like Rana reflects the Navy's ongoing commitment to excellence in maintaining its fleet's operational capabilities. USS Somerset currently has 20 sailors enrolled in 5 NEC skill areas.

USS John P. Murtha (LPD 26)

As USS John P. Murtha undergoes much needed maintenance and upgrades while in dry-dock, the ship's crew is utilizing the NAMTS program to hone their skills and improve overall operational readiness. This strategic integration of the NAMTS program during the ship's availability underscores the Navy's commitment to leveraging innovative training methodologies to enhance the maintenance capabilities. John P. Murtha currently has 11 Sailors enrolled in 6 NEC skill areas and one recent NAMTS graduate aboard is MM1 (SW) Tod Buntain, who earned the NAMTS Hydraulics Repair Technician NEC and continues to contribute to the ship's maintenance proficiency.

USS Portland (LPD 27)

USS Portland (LPD 27) is charting a course towards enhanced maintenance capabilities with the implementation of the NAMTS program. Through NAMTS, Sailors aboard Portland are receiving specialized training aimed at bolstering technical proficiency in ship maintenance and repair, with recognition given to recent U47a shipfitter graduate, HTC (SW) Troy Brackett. The NAMTS initiative is crucial in ensuring the operational readiness and longevity of USS Portland and its vital role in supporting amphibious operations. By investing in the development of its personnel through programs like NAMTS, USS Portland is poised to maintain peak performance and effectiveness in fulfilling its mission requirements. Portland currently has 18 Sailors enrolled in 4 NEC skill areas.

USS Germantown (LSD 42)

Congratulations to two Germantown Sailors who recently earned their NAMTS Outside Electrical Repair Technician NECs, EM2(SW) Julia Balbuena and EM1 (SW) Kevin Santiago! With recent U39A Outside Electrical graduates EM1 (SW) Julia Balbuena and EM1 (SW) Kevin Santiago leading the charge. Balbuena and Santiago's specialized training has significantly strengthened the ship's electrical systems maintenance, ensuring optimal functionality crucial for its amphibious operations.



(Left to right) EMCS(SW) Wade Nicholson (E-Div LCPO), EM2(SW) Julia Balbuena, LCDR Jeremiah Mahan (Chief Engineer), EM1(SW) Kevin Santiago and ENCM(SW) Jose Saldivar (Top Snipe). NAMTS awardees with the engineering leaders. (Photo by Tony Antonio.)

USS Rushmore (LSD 47)

USS Rushmore's utilization of the NAMTS program is highlighted by the success of one of the newest NAMTS Shipfitter graduates, MRFN Jonathan Robert. MRFN Robert exemplifies Rushmore's dedication to cultivating a highly skilled and technically proficient workforce. This focus on advanced training and specialization ensures that Rushmore and its crew remains at the forefront of operational readiness and effectiveness. They continue to strive for excellence in maintenance and repair. Rushmore currently has 11 Sailors enrolled in 2 NEC skill areas.

USS Ashland (LSD 48)

USS Ashland is one of the newest NATAs but has already established itself as a strong program. Ashland's Chain of Command and their Command NAMTS JQR Coordinator, HT1 Zachary Skates, are proving that NAMTS is a very viable training asset. They have also included it into their weekly command training program and indoctrination. Several of their Sailors have also recently benefitted from mentorship in watertight closure. Ashland has 35 Sailors enrolled in Core Fundamentals.



Left: USS Ashland's SWCN Sean Jones II adjusting a Watertight Door Operating Lever IAW NSTM 600 Volume One Section 600-2.2.3.5.2 and MRC1671/0 08 S-12 and U-6. (Photo by Ramir Pulido.)



L-R: MM1 (SW/AW/IW) Steven Bynum, MM3 Alberto Sanchez and MM3 (SW) Abel Caudillo. (Photo by Steven Constantino.)



GRADUATES

November 2023—May 2024



NAMTS Afloat Training Activities (NATA)

USS Harpers Ferry (LSD 49)

NAMTS Mentorship: The skilled Sailors of USS Harpers Ferry (LSD 49) Auxiliary Division engaged in a valuable training opportunity within the NAMTS program. During this session, they successfully undertook the replacement of the Nr. 6 A/C Unit Lube Oil Cooler. In addition to this hands-on task, the Sailors also received mentorship focused on the inspection and maintenance of heat exchangers.

Assault Craft Unit 1 (ACU 1)

ACU1 (Assault Craft Unit 1) has recently surged ahead in maintenance proficiency through the strategic implementation of the NAMTS program, with recent U40A Inside Electrical graduate EM2 (SW/AW) Akeem Allison, ensuring peak performance and reliability crucial for their amphibious operations. ACU1's utilization of NAMTS-trained personnel exemplifies the Navy's steadfast dedication to excellence in maintaining its fleet's operational capabilities. ACU1 currently has 29 sailors enrolled in 9 NEC skill areas



(L-R):NAMTS contracted Assistant Program Manager Kevin Bond, met with CW04 Kelly Mckenna and HT1 (SW) David Florida at Assault Craft Unit One on April 25.

USS Cowpens (CG 63)

Despite its impending decommissioning, USS Cowpens (CG 63) remains committed to upholding operational excellence by leveraging the NAMTS program. As the ship prepares for decommissioning, the implementation of NAMTS underscores the Navy's dedication to maintaining peak readiness. Through this program, Sailors aboard Cowpens continue to receive advanced training, ensuring that maintenance operations are conducted with precision and efficiency. By investing in the development of its personnel, Cowpens upholds the Navy's standards of excellence even as it transitions to its next phase of service. Cowpens currently has 21 Sailors enrolled in 6 NEC skill areas



Mid-Atlantic Regional Maintenance Center (MARMC) NEC - 736B Pump Repair Technician

- MM2 (EXW) Harrison Lamar Stephens
- MM2 (SW) Shataysha Neshell Belfield
- MRC (SW) Wyatt Richard Pearson
- EN2 (SW) Tanner Bryce Wilson
- DC2 (SW) Mackenzie Kaye Duplisea
- BM1 (SW) Cecil Denver Augustin
- MM2 (SW) Andrea Naomi Laramartinez
- MM1 (SW) Yuki Veronica Hodgkiss
- DC2 (SW) Andrew Francis Barrett
- MM1 (SW/AW) Bryan Garrett Davis
- MM2 (SW/AW) Kareema Ashley Webb
- MR1 (SW/AW) Arthur W Lujan Jr.
- MM2 (SW/AW) Marelin Elena Borrero
- MM1 (SW/AW) Jeffrey Kyle Rice
- DC3 (SW/AW) Antonio Lerma
- MMN3 Katherine Marie Fleming
- MR2 Andrew Robert Everoski
- MM2 John Tyler Kutch IV
- MM2 (SW) William Stlouis

NEC - 797A Rigger / Weight Tester

- BM2 (EXW/SW) Dustin James Holroyd
- BM2 (SW) Zachary John Toth
- BM2 (SW) Tomas Jonathon Colon
- BM2 (SW) Nikolas Edward Tucker
- BM2 (SW) Teyanna Akia Green
- BM2 (SW) Devin William Dugger
- BMSN (SW) Devontae Daniel
- BM1 (SW) Alwinklein Fillag Pelingen
- BM1 (SW) Kendra Chanel Lowe
- BM2 (SW/AW) Tanisha Shanae Williams
- BM3 Kayla Rose Monarrez
- BM3 Daniel Bazan
- BM3 (SW) Alexis Grace Behrendt
- BM2 (SW) Kyle Jacob Galiza
- BM2 (SW) Quincy Dewion Nelson Jr.
- BM2 (SW) Blake Raymond Stearnes

NEC - 834A Valve Repair Technician

- HT1 (SW) Zachary Jaysonpaul Smith
- EM1 (SW) Andres R Rodriguez
- FC1 (SW) Anthony Daniel Margies
- GM1 (SW) Cassidy Lee Hough
- MM2 (SW) Justin Michael Fuller
- FCC (SW) James Edward Vodan II
- EN2 (SW) Nicolealysson M Kochanski
- DC1 (SW) Jonathan Henry Walter
- DC2 (SW) Mackenzie Kaye Duplisea
- EN2 (SW) Kyle Lawrence Jackson
- MM2 (SW) Michael Angelo Fuertesarias
- MMC (SW) Emmanuel Emile Clermont
- GM1 (SW) Bobby Wayne Jernigan Jr.
- MM1 (SW) Todd Alan Barrilleaux
- MR1 (SW) Raymond Lok Lee
- HT2 (SW) Demetrius Antonio Boyd Jr.
- DC2 (SW) Samantha Marie Briscoe



GRADUATES

November 2023—May 2024



DC2 (SW) Nicholas Maximillion Wade
 MMN1 (SW) Robert Garren Folts
 MM1 (SW/AW) Janorris Rashun Willis
 EMN1 (SW/AW) Hakeem Xavier Thompson
 BM2 (SW/AW) Ariana Jenaebrieon Prather
 EM1 (SW/AW) Brandon Kyle Lynch
 MM1 (SW/AW) Jacob Tyler Lacey
 MM2 (SW/AW) Yue Zhang
 DC1 (SW/AW) Jaylen Marquis Jones
 GSM1 (SW/IW) Gregory Scott Hardy Jr.
 MM2 Amellaly Sunekaer
 EN2 Gerald Lee Jones Jr.
 DC3 Alexis Bayle Williamson
 MM1 (SW/AW/EIDWS) Brittanye Renee Boswell
 MM1 (SW) Timothy John Oconnell
 GSM2 (SW) Tina Young

NEC - 835A Watertight Closure Maintenance Technician

DC2 (SW) Michael Anthony Brocato
 DC2 (SW) Nicholas Kelvin Walker
 HT1 (SW) Jacob Daniel Ralph
 BM2 (SW) Vincent Depaul Thomas II
 DC2 (SW) Shawna Olivia Kelley
 BM1 (SW/AW) Shanteille Mekole Terry
 BM2 (SW/AW) Ariana Jenaebrieon Prather
 DC1 (SW/AW) Daniel Joseph Osullivan
 DC2 (SW/AW) Leslie Yocelin Flores
 HT1 (SW/AW/IW) Matthew Dylan McPhillips
 MM2 (SW/AW) Sade Ashley Bogan
 EM1 (SW/EXW) Josephharold Frederic Wells

NEC - U08A Gas Turbine Repair Technician

GSM1 (SW) Justin Ross Agado
 GSM2 (SW) Trey Alexander Hawthorne
 GSM1 (SW) Nicholas Bryant Church
 GSM1 (SW/AW) Kasper Anththu Ha
 GSM2 (SW/AW) Lowry Wayne Gibler

NEC - U11A Gas Turbine Electrical Repair Technician

GSE1 (SW) Christopher Scott Stevens

NEC - U17A Air Conditioning and Refrigeration

MM1 (SW) James Norman Jr.
 MM2 (SW) Skyleene Mae Najera
 MM1 (SW) Charles Isaiah Lapp
 MM2 (SW/AW) Tyrone Mikal Jones

NEC - U18A Heat Exchanger Repair Technician

MM2 (SW) Patrick Henry Kopsischke
 MM2 (SW) Daryl Maurice Miles Jr.
 MM2 (SW) Patrick Cameron Bradley
 MM2 (SW/AW) Tyasia Orion Brown
 MM2 (SW/AW) Gaerianne N Burrell

NEC - U34A Outside Machinist

MM1 (SW) James Salvador Lokey
 MM1 (SW/AW) Ryan Michael Fryhover

NEC - U39A Outside Electrical Repair Technician

EM2 (SW) Connor Andrew Santella
 EM1 (SW) Kodjovi Lasse Attohoun
 EM2 (SW) Ethan Lawrence Walter
 EM1 (SW) Prince Romaric Nombre
 EM2 (SW) Jahn Christopher Hamric
 EM2 (SW) Jaroslav Novikov
 EM1 (SW) Philimon Boamah

EM2 (SW) Nicholas Antione Adams
 EM2 (AW) Daniel James Kleck
 EM2 Erick Daniel Maciel
 EM2 (SW) Alexander Kin Morton
 GSE1 (SW) Sutton Michael Steber

NEC - U47A Shipfitter

HT2 (SW) Maria Delores Hawthorne
 HT2 (SW) Blake Edwin Grantham
 HT3 Seth Joseph Murray
 HT3 Khara Jayde Parise

NEC - V15C Phalanx Gun & Ammunition Handling System Repair Technician

GM2 (SW/AW/EXW) Dyamond Shakim Peace
 FC1 (SW) Christopher Jennings Shupe

NEC - U54A General Shipboard Welder/Brazer

HT1 (SW) Zachary Jaysonpaul Smith
 HT2 (SW) Douglas Rowan Price
 HT2 (SW) Max Hill Ursitti
 HT2 (SW) Dakota James Hamilton
 HT1 (SW) Robert Jordan Hackenberg
 HT3 (SW) Tyler Aaron Peterson
 HT2 (SW) Cody Versace Lyn
 HT2 (SW) Matthew Daniel Loe
 HT2 (SW) Blake Edwin Grantham
 HT1 (SW) Aaron Carranzalopez
 HT1 (SW/AW) Luis Alber Oliverasmartinez
 HT3 Riley Steven Noga
 HT3 Isaiah Eli Garciaplazola
 HTFN Daniel Julian Bishop
 HT3 Noah Edward Wengerd
 HT3 Liam John Miller
 HT2 Justin Tyler Crowe
 HT1 (SW) Jenia Merrina Arthur
 HT2 (SW) Oscar Tirado



Navy Reserve Surge Maintenance (SurgeMain)

NEC - 736B Pump Repair Technician

MM1 Adam Joseph Fornella
 MMN1 Willy Annmercado Wray

NEC - 834A Valve Repair Technician

MMN2 (SS) Matthew Jason Lipscomb
 MM2 (SW) Angelo Daniel Snyder
 HT2 (SW/AW) Christopher Brian Mallory

NEC - U39A Outside Electrical Repair Technician

EM1 Kleber Oswaldo Toala
 EM1 (SW) Christian Anthony Bass
 EM2 (SW/AW) Adriana Nicole Alfaro

NEC - U40A Inside Electrical Repair Technician

EMCS (SS) Brandon Christopher Haschke



GRADUATES

November 2023—May 2024



Norfolk Naval Shipyard (NNSY)

NEC - 736B Pump Repair Technician

MR2 (SW/AW) Mayra Del Zepedaalvarez
GSM1 (SW/AW) Brianna Faye Johnson Barnett

NEC - 834A Valve Repair Technician

MM2 (SW) Matthew James Pettigrew
MM2 (SW) Luis Jabier Martinez
GSM1 (SW) Carlos Alfredo Lagunas
GSM2 (SW) Taylor Marshawn Stewart
MM1 (SW) Tierra Marie Diouf
MM2 (SW) Angela Lynn Burgos
MM2 (SW/AW) Courtney Cheyann Strength

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

EN1 (SCW) Rafael Moramacedo
EN2 (SW) Rusty Lane Cockerham
EN1 (SW/AW) Jermel Calvin Langley Jr.

NEC - U54A General Shipboard Welder/Brazer

HT2 Bradley Emmitt Smith



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

NEC - 834A Valve Repair Technician

MMFN Cory Terrell Chaney
EN1 (SW) Brandon Teran Balino
MM1 (SW) Timothy Rashad Doe
FCC (SW) Ivan Galvez
MM1 (SW) Joshua Tyler Abrahamson
MM1 (SW/AW) Tewodros Mengesha
MM3 (SW/AW) Mariyah Ziaire Long
MM2 (SW/AW) Jacob Ryan Scott
MM1 (SW/EXW) Luke Benjamin Newton

NEC - 835A Watertight Closure Maintenance Technician

MM2 (SW) Israel Pino Cornejo
MM2 (SW) Jasper P Villasis
MM2 (SW/AW) Christina Marie Duarte
HTC (SW/EXW) Jarrett Lane Zubiata
EN2 (SW/SCW) Armoni Unik White

NEC - U08A Gas Turbine Repair Technician

GSM2 (SW) James Gilbert Terrell Jr.

NEC - U17A Air Conditioning and Refrigeration

MM1 (SS/SW) Joshua Ugalde Mack
MM2 (SW) Thomas Jairus Ocao

NEC - U18A Heat Exchanger Repair Technician

MMC (SW) Adam Paul Massingill

NEC - V15C Phalanx Gun & Ammunition Handling System Repair Technician

FC1 (SW) Brock Burnette Fairchild



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

NEC - 736B Pump Repair Technician

EN1 (SW/AW) Andrew Koji Snelson

NEC - 797A Rigger / Weight Tester

BM1 (SW) Fernando Flores Jr.
BMC (SW) Jorge A Ruiz
BM2 (SW) Dillon Chandler Sharer
BM2 (SW) Douglas Eunsuk Shin

NEC - 834A Valve Repair Technician

GSM1 (SW) Bryan Quoc Truong
GM1 (SW) Alexander Ryan Perez
HTC (SW) Drew William Bowen
MM1 (SW) Matthew A Plunkett
DC1 (SW) Nicholas Ryan Gregrow
MM1 (SW) Eric Dean Garst
ET2 (SW) Jamaul Darius Jones
MMC (SW) Nathaniel W Sims
HT1 (SW) John Thomas Henry
GM2 (SW) Uzziel Moreno
MMC (SW/AW) Brian C Peterson
FCC (SW/AW) Dusty Joe Dean
ENC (SW/EXW) Ceelyn John Pinto
EN1 (SW) Dean Kemoye Coote

NEC - 835A Watertight Closure Maintenance Technician

DC1 (SW) Hugh Arthur Williams III
DC2 (SW) Victor Samuel Cano Jr.
IC2 (SW) Glen William McCooy
HT2 (SW) Dejadestanae Lauren Jackson
DC1 (SW) Daniel Hernandezflores
DC2 (SW) Jacob Andrew Verdick
HT1 (SW) Bradley James Monroe
MM1 (SW/AW) Alexia Sirena Rodriguez
HT1 (SW/AW) Tiana Marie Heyward

NEC - U08A Gas Turbine Repair Technician

GSMC (SW) Eric Thomas Escobar

NEC - U18A Heat Exchanger Repair Technician

MM1 (SW) Cody Christopher Stokes
MM2 (SW/AW) Bianca M Reiter



GRADUATES

November 2023—May 2024



HT1 (SW) Bradley James Monroe
MM1 (SW/AW) Alexia Sirena Rodriguez
HT1 (SW/AW) Tiana Marie Heyward

NEC - U08A Gas Turbine Repair Technician
GSMC (SW) Eric Thomas Escobar

NEC - U18A Heat Exchanger Repair Technician
MM1 (SW) Cody Christopher Stokes
MM2 (SW/AW) Bianca M Reiter

NEC - U39A Outside Electrical Repair Technician
EM1 (SW) Declan Scott Faulkner

NEC - U40A Inside Electrical Repair Technician
EMC (SW) Marklester Pilapi Evangelio

NEC - U47A Shipfitter
HT1 (SW) Stephen James Register
HTC (SW) Derek Patrick Widrick
HT1 (SW) Raymond Nelson Zink

NEC - U52A Pipefitter
HT2 (SW) Jason David Tackett
HT1 (SW) Daniel E Pacheco

NEC - V15C Phalanx Gun & Ammunition Handling System
Repair Technician
FC1 (SW) Jeffrey Alan Gruel



Southeast Regional Maintenance Center (SERMC)

NEC - 797A Rigger / Weight Tester
BM3 Shannon Marie Hagen
BM3 Andrew Jasun Legendre
BM1 (SW/EXW) Michael Thomas Schwarz
BM1 (SW/EXW) Anesha Johnson

NEC - 834A Valve Repair Technician
MM3 Daniel Romario Richards
GM3 Naomi Lindo
MM3 Troy Alexander Purdom
MM3 Jose Alberto Colon
GM2 (EXW) Robert Tristian Lawson
DC1 (SW) Micco Alcaraz Sarmiento
BM2 (SW) Anthony Alex Moranhernandez
DC2 (SW) Kirstin K Hill
GSM3 (SW) Dylan James Escamilla
DC2 (SW/AW) Kenneth Melendez

NEC - 835A Watertight Closure Maintenance Technician
DC3 Guiseppe Alb Canalesperona
DCFR Echo Marlene Morgan
DC3 Pono Dylan Nahinu
DC1 (SW) Noah Dayne Phillips
ICC (SW) John Wesley Taylor III
DC1 (AW) Tevin Thavisak Souraphol

NEC - U08A Gas Turbine Repair Technician
GSM1 (SW) Ramona Ross

NEC - U11A Gas Turbine Electrical Repair Technician
GSE1 (SW) Guojian Xie
GSE2 (SW) Carina Isabel Valle
GSE2 (SW) Damien Green
GSE3 (SW) Timothy John Hilker

NEC - U18A Heat Exchanger Repair Technician
MM3 Cory Devon Dukes
ENFN Tyson Parker Post
EN1 Kiara Monique Watson
GSMFN Raycine Shahine Richards
GSM3 (AW) Lucas Paul Wenkescaramozzi
GSMC (SW) Renato Rosimo Velasco Jr.
GSMC (SW) Gary Steven Lusk Jr.
GSM2 (SW) Andy Alexande Medinamachuca
EN3 (SW) Jodyann Natalea White
EN1 (SW) Christopher Scott Sherow
GSM1 (SW) Steven Blake Harrell
GSM1 (SW) Elizabeth Trejo franco
GSM3 (SW) Dakota Eugene Moats
MM2 (SW) Abdul Numuke Fofanah
GSM1 (SW) Melissa Vega

NEC - U26A Diesel Engine-Governor & Injector Repair Tech.
EN2 Justin Leonard Cisson
EN3 Jacob Edward Thompson
EN1 (SW/AW) Otto Daniel Hurtadogarzon

NEC - U33A Inside Machinist
MR2 Justin D Cleveland
MR2 (SW) Ryan Taylor Williams
MR1 (SW/AW) Shawn Edward Mcdew II
MRC (SW/AW) Juan Antonio Montelongo Jr.
MR1 (SW/EXW) Zachery Scott Eisenhauer

NEC - U34A Outside Machinist
MM1 (SW) Glenn Naoto Newbins
MM2 (SW) Thomas James Dorssom
MM2 (SW) Ryan Scott Winter

NEC - U40A Inside Electrical Repair Technician
EM2 (SW) Aaron Rashard Plunkett
EM1 (SW) Adrian Nino Ayong
EMFN (SW/AW) Isziah Dean Sloan

NEC - V15C Phalanx Gun & Ammunition Handling System
Repair Technician
FCC (SW) Jonathan Erlo Branch

NEC - U54A General Shipboard Welder/Brazer
HT3 Quameyon Antonio Robinson

NEC - V82B Interior Communications Repair Technician
IC1 (SW/IW) Cody Leereichardt Ramm



GRADUATES

November 2023—May 2024



Southwest Regional Maintenance Center (SWRMC)

NEC - 736B Pump Repair Technician

MM2 Roman Rolando Pena
 MR2 Mengjin Huang
 GSM2 Aiyana Pashyon Mixon
 GSM1 (SW) Erica Martinezgomez
 MM1 (SW) Monica Floreshernandez
 MM2 (SW) Emmanuel Alexander Chicas
 MM2 (SW) Gabriellibritan Estanol
 MM2 (SW) Taylor Elizabeth Blackshear
 MR2 (SW) Wylleon Kenneth Maximillian
 MM2 (SW) Amber Nicole Mattox
 MM2 (SW) Justin Lee Cason
 MM1 (SW/AW) Sosefina Jacinta Moala
 MM1 (SW/AW) Patrick Pabalinas Eugenio
 MM2 (SW/AW) Quinndon Dantae Zallicoffer
 MM2 (SW/AW) Ajahney Katrice Brown
 MR2 (SW/AW) Aaronanthony Avila
 MR1 (SW/AW) Frances Joy Hinojosa
 MM2 (SW/AW) Angeline Mari Soto
 MM2 (SW) Erianjaye Tan Francisco

NEC - 797A Rigger / Weight Tester

BM2 (SW) James Lee Spencer III
 BM1 (SW) C L Barnes Jr.
 BM1 (SW) Brandon Michael Ross
 BM2 (SW) Anthony James Malacane
 BM2 (SW) Steven Akeime Johnson
 BM2 (SW) Desmond Khalil Shanklin
 BM2 (SW) Trameika P Simmons
 BM2 (SW) Gillian Morales
 BMC (SW/AW) Pamela Georgeann Ferguson
 BM2 (SW/AW) Nicholas Frederick Lawrence
 BM1 (SW/AW) Dlonta Monya Williams

NEC - 834A Valve Repair Technician

EN2 Cody Ryan Cheek
 MM2 Roman Rolando Pena
 MM2 Tanee Lee Beltran
 GM3 Kyria Monae Whitley
 MM1 (SS/SW) Dylan Manuel Tizio
 EN1 (SW) Joseph Lamar Brown
 MM1 (SW) Monica Floreshernandez
 MMC (SW) Marc Edward Manning
 ENC (SW) Lorenzo Walter Awa
 EM1 (SW) Nicole Raeanne Yorgesen
 EN1 (SW) Kayla Michelle Akin
 BM2 (SW) Jabari Jamal Hosten
 MM3 (SW) Kwaylon Derron Edwards
 MM3 (SW) Tyari Edward Underwood
 EM1 (SW) Matthew N Deets
 MM1 (SW) Axel O Mejiacordon
 IC1 (SW/AW) Sydney Alanna Bullock
 IC1 (SW/AW) Requann Anthonie Goins
 EM1 (SW/AW) Joseph James Naranjo
 MM1 (SW/AW) Sosefina Jacinta Moala
 MM2 (SW/AW) Isaiah Maliik Johnson
 MM2 (SW/AW) Jalen Damond Gilkey
 MM1 (SW/AW) Zuleyma Angeli Porrasibarra
 MM2 (SW/AW) Stacy A Charleryjoh
 GM1 (SW/AW) Gabriel Jonatha Suazolawson
 IC2 (SW/AW) Jacob Dalton Hamilton
 MMC (SW/AW) Anthony John Zanderzuk
 MMC (SW/AW) Alexandra Salgado



DC2 (SW/AW) Paola Navarro
 DC2 (SW/AW) Mikaela Roshelle Bailey
 GMC (SW/AW/IW/EXW) Jotham Ramon Henderson
 MM2 (SW/EXW) Wei Jun Ye
 PSC (AW/EXW) Johnmoses Luciano Escobar
 MM2 (SW) Ryan Scott Gross
 MMC (SW) John Jeffrey Sorber Jr.
 MR1 (SW) Gerad David Wood

NEC - 835A Watertight Closure Maintenance Technician

EN2 Luis Leonel Rodriguezperez
 EN2 Cristian Saul Fuentes
 DC3 Jerrian Fromm
 DCFN Raymond Alexander Trejo
 EM3 Matthew Stephen Ross IV
 ET3 Jacob Jaihem Eury
 DC3 Xavier Zacheriah Keaton
 EN2 Lorenzo Thomas Espinoza
 DC3 Taurean Justin Murraydenoon
 EN2 Justin Chase Mesar
 DC3 Rey Eloy Garza
 GSM3 Logan Michael Cornelison
 DC3 Isaiah Michael Libunao
 GM3 Luke Charles Cox
 DC3 Joel Antonio Cervantes
 GM2 Sandra Medina
 DC1 Matthew Kenneth Smeltekop
 EN2 Michael Jerome Plummer Jr.
 GSM3 Chidiebere Nwakihe Modu
 MA1 (EXW) Anthony Barlow Reavis Jr.
 BM1 (SW) C L Barnes JR
 EN1 (SW) Fidel Iran Salvador Jr.
 DC1 (SW) Paul Hughes Jr.
 MM2 (SW/AW) Tony Ray Gorham Jr.
 HTC (SW) Isaac John Harris
 GM2 (SW) Travius Supreme Ashberry
 MM2 (SW) Taylor Elizabeth Blackshear
 DC2 (SW) Marcus Lee Threadcraft
 DC3 (SW) Manuel Antonio Saldana
 DC2 (SW) Johnferdie Fajardo Olarte
 EN2 (SW) Derek Joseph Mischo
 EM1 (SW) Sibo Sun
 BM2 (SW) Darius Cordell Clark
 DC2 (SW) Sean T Bogan
 MM2 (SW/AW) Matthew James Lawrence
 BM2 (SW/AW) Julius Jamall Ervin
 MM1 (SW/AW) Jonathan Alan Smith
 MM1 (SW/AW) Patience Iradukunda
 DC1 (SW/AW) Junie Delacruz Vukovich
 BM1 (SW/AW) Jessica Guzman
 GM3 (SW/AW) Selena Love Wingfieldharris
 BM2 (SW/AW) Desirae Nicole Stern
 EN1 (SW/AW/IW) Alexandra Ruvalcaba
 GSMFN Christine Joy De Leon
 EM1 (SW) Carlo Lucio Flores
 EN2 Kevin B Mangahas

NEC - U08A Gas Turbine Repair Technician

GSM2 Andrew Lee Lada
 GSM2 David Silva



GRADUATES

November 2023—May 2024



GSM2 (SW) Roxanna Martha Vasquez
 GSM2 (SW) Kevin Ezequiel Valencia
 GSM2 (SW) Ian Andrew Lenz
 GSM2 (SW) Jacob Matthew Eshelman
 GSE1 (SW) Kaleo Peter Paulino
 GSM1 (SW) Jorge A Cerratotiffer
 GSM1 (SW) Mitchell Andrew Robinson
 GSM1 (SW) Mercy Kotey
 GSM1 (SW) Rory Mason Kennedy
 GSE1 (SW/AW) Blake Anthony Wilson



NEC - U11A Gas Turbine Electrical Repair Technician
GSEC (SW) Angel Maurice Bonilla

NEC - U17A Air Conditioning and Refrigeration

MMC (SW) Roberto Martinez
 MM1 (SW) Kent Raymond Richardson
 MMC (SW) Anthony Jameel Keen
 MM1 (SW/AW) Shamari Fitzroy Lindo
 MM2 (SW/AW) Jalen Damond Gilkey
 MM1 (SW/AW) Louis Teodoro Delacruz
 MMC (SW/AW) Ernest L Williams

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

EN2 Jeremie Anthony Morgan
 EN2 (SW) Daniel Tyrone Alston Jr.
 EN1 (SW) Destiny Denotrajana Hampton
 EN2 (SW) Veronica Nicole Feria
 EN2 (SW) Kimberly Breann Oneal
 EN2 (SW) Chance Logan Hall
 ENC (SW) Brian Reed
 EN2 (SW) Duanealdrin Mendoza
 EN1 (SW) Jacob Allen Phillips
 EN1 (SW) Francesco G Freireperotti
 ENC (SW/AW) Ignacio Ernesto Reyes
 EN1 (SW/EXW) Edmar Del Delapena

NEC - U33A Inside Machinist

MR2 Savion Preston Keyes
 MR2 (SW/AW) Fernando Munguia Jr.
 MR2 (SW) Michael Austin Vongkhaophet
 MR2 (SW/AW) Jiayi Chen

NEC - U34A Outside Machinist

MM1 (SW/AW) Raymond Leroy Smelley III
 MM2 (SW) Carlos Buenrostro
 MM2 (SW/AW) Shanelle Devore Webb

NEC - U39A Outside Electrical Repair Technician

EM3 Jennifer Jazmeen Gastelum
 EM3 Celestino Rios Birrueta Jr.
 EM3 Brenda Janice Maringascar
 EM3 (SW) Julio Enrique Arreaga III
 EM2 (SW) Antonio Lamar Henry Jr.
 EM2 (SW) Patrick Thomas Jones Jr.
 EM1 (SS) Ryan James Clayton
 EM2 (SW) Demichael Lamar Montgomery
 EM2 (SW) Xzaviar Rourke Zermeno
 EM2 (SW) Angel Cueva
 EM2 (SW) Denisse Gonzalez
 EM1 (SW) Alexander Cary Smith
 EM2 (SW) Jodeci Vaaimamao Kakiva
 EM2 (SW) Charmaineirah San Deguzman
 EM2 (SW) Walker David Dwulat
 EM2 (SW) Naomi Anna Young
 EM2 (SW) Uriel Vivar
 EM1 (SW) Joseph Aaron Lewis
 EM1 (SW/AW) Reyna Victoria Mars
 EMC (SW/SCW) Jason Vernell Richardson

NEC - U40A Inside Electrical Repair Technician

EM2 (SW) Antonio Lamar Henry Jr.
 EM1 (SW) Nicole Raeanne Yorgesen
 EM1 (SW) Adolfo Gurion Ang
 EM1 (SW/AW) Justin Edward Belski
 EM2 (SW/AW) Lydie Tatiana Toe
 EM2 (SW/AW) Jacob C Fox
 EM1 (SW/AW/IW) Kyle Edward Koehn

NEC - U47A Shipfitter

HT1 (SW/AW) Tiffany Lee Anderson

NEC - U52A Pipefitter

HT1 (SW) Patrick Lamoyne Edmond
 HT2 (SW) Christiandale Deang

NEC - V15C Phalanx Gun & Ammunition Handling System Repair Technician

FCC (SW) Hayley Danielle Peot
 GM1 (SW) Devante Jamaal King
 FC1 (SW/AW) Marcos Gonzalez

NEC - U54A General Shipboard Welder/Brazer

HT1 (SW) Benjamin James Chewey

NEC - 860A Corrosion Control Program Technician

BM2 (SW/AW) Julius Jamall Ervin
 BMC (SW/AW) Travis Ryan Grantham
 BM1 (SW/AW) Tyrone Sylvester Hall
 BM2 (SW/AW/IW) Jayelin Jaydeah Beckett

NEC - U33B Computer Numerical Controller (CNC) Machinist

MR1 (SW/AW) Kyle Lee Byrd

NEC - V82B Interior Communications Repair Technician

IC1 (SW/AW) Reguann Anthonne Goins
 ICC (SW/AW) Michael William Stauer
 IC1 (SW/AW) Betania Elias Pawson
 IC2 (SW/AW) Haley Lorrose Schons
 ICC (SW/AW) Evan William Wilson



Trident Refit Facility (TRF) Bangor, WA

NEC - 736B Pump Repair Technician

MM2 (SW) Kaitlin Leigh Duplechin
 MM1 (SW) Matthew David Bergstadt
 GSM1 (SW) Darria Ernestine Smith



GRADUATES

November 2023—May 2024



NEC - 761A Hydraulic Repair Technician

*GSM2 (SW) Matthew Alan Weber
GSM2 (SW) Joseph Howard Rearick
MM1 (SW) Adam Lee Hanson
GSM2 (SW) Johndominic David Nuevo*

NEC - 834A Valve Repair Technician

*BM2 (SW) Khiry Louis Allen
MM1 (SW/AW) Nicholas Scott Smith
MM2 (SW) Youtharak Sisowath Chhay
MMN1 (SW) Montgomery Alan Loving Jr.
MM1 (SW/AW) Tawnye E Bailey
MM1 (SW) Joseph Anthony Boncardo*

NEC - U17A Air Conditioning and Refrigeration

*MM1 (SW/AW) Johnathan Anthony Dacorte
MM1 (SW) Patrick Steven Atwood
MM2 (SW) Quinn Monte Higley
MM1 (SW) Clyde James Newport*

NEC - U18A Heat Exchanger Repair Technician

*MM1 (SW) Carlos Javier Alarcon
MM1 (SW) Brandon Joshua Silvibarr*

NEC - U33A Inside Machinist

MR1 (SW/SCW) Andrew Wesley Hein

NEC - U39A Outside Electrical Repair Technician

*EM2 (SW) Ebubechi M Achor
EM2 (SW) Dashawn Antjuan Roby
EM2 (SW) Cameron Robert Murray
NC1 (SW/AW) Elaina Rose Evinsky
EM2 (SW) Lexie June Millard
ETN1 (SS/DV) Gilbert Carl Dougherty
GSEC (SW) Mariateresa Dejesus Crump
EM2 (SW) Dakota Duane Fields
EM2 (SW/AW) Cameron Michael Pooler
EM2 (SW) Brandan Mychael Werner
EM2 (SW/AW) Clayton Irvin Saving
EM1 (SW) Jomar Gantala Tablada
EM3 Christian Joseph Williams*

NEC - U40A Inside Electrical Repair Technician

*EMN1 (SS) Thomas Cole Pierce
EM2 (SW/AW) David Paul Lopez
EM2 (SCW) Nicholas Alexander Inkster
EM1 (SW) James Ancheta Federe II
EM1 (SW/AW) Sammy Escobar Jr.
EM2 (SW) Alonzo Marcos Binion
EM2 (SW) Leslie Espinosa
EM2 (AW) Jacob Everett Cornelius*

NEC - U47A Shipfitter

*HTC (SW) Cody Allen Potts
HT2 (SW) Brian James Hamel Jr.
HT1 (EXW/SW) Devon Mark Cummings
HTC (SW/AW) Joshua Steven Teselle
HT1 (SW) Michael Ekuald Maluchnik Jr.
HT1 (SW) Adam Blake Askew
HT2 (SW) Torin Alexander Leasure
HT1 (SW) Sean Michael Bair
HT2 (SW/EXW) Garrett Joseph Trotta*

NEC - U52A Pipefitter

*HT1 (SW) Noah Kraft Cooper
HT2 (SW) Keith Charles Kuzis
HT1 (SW/EXW) Ray Michael Flodstrom
HT2 (SW) Jasmyn Lyric Griggs
HT2 (SW/IW) Janel Rozele Gutierrez*



USS Abraham Lincoln (CVN 72)

NEC - 797A Rigger / Weight Tester

*BMSN Craig Lamont Woolridge Jr.
BM3 Obarajesus Steph Obarajesus
BMSR Jackson Anthony Cooper
BMSN Shaniya Marie Allenbaatz
BM3 Buckley Dwight Mitchell*



USS George H W Bush (CVN 77)

NEC - 834A Valve Repair Technician

*MMN2 Kyle Patrick Walsh
MMN1 Dylan Brian Mizelle
MMN3 Delroy Leopold Graham II*



USS Nimitz (CVN 68)

NEC - 797A Rigger / Weight Tester

*BM2 (SW/AW) John William Marcincak
BMC (SW/AW) Derek Wayne Hoffman
BM2 (SW) Kyle Andrew Caliver
BM3 (SW/AW) Eric Jayson Harris
BM2 Eric Anthony Cisneros*



USS Boxer (LHD 4)

NEC - 797A Rigger / Weight Tester

*BM1 (SW) John Timothy Macvane
BM2 (SW) Juan Pablo Ortiz*



USS Bataan (LHD 5)

NEC - 736B Pump Repair Technician

MM2 Jeffrey Russell Perry

NEC - 834A Valve Repair Technician

*MM2 Timothy Ray Anderson Jr.
MM2 Matthan Stone Bourgeois
MM2 Kevon Joseph*

NEC - U18A Heat Exchanger Repair Tech.

MM1 Stephen Derek Scott

NEC - U39A Outside Electrical Repair Tech.

*EM2 Corey Austin Cutshall
EM1 Derrick Carl Camino
EM1 John Robert Davis*

NEC - U40A Inside Electrical Repair Tech.

EM1 John Robert Davis

NEC - 860A Corrosion Control Program Technician

*BM2 Haley Lynn Untied
GM3 Casey June Barrett*



GRADUATES

November 2023—May 2024



USS San Antonio (LPD 17)

NEC - U17A Air Conditioning and Refrigeration
MM1 (AW) Brandon Montez Sligh



USS Rushmore (LSD 47)

NEC - U33A Inside Machinist
FN (SW/AW) Jonathan Paul Robert



USS Somerset (LPD 25)

NEC - U39A Outside Electrical Repair Tech.
EM1 (SW) Johnpatrick Villaruel Rana



USS Jason Dunham (DDG 109)

NEC - 835A Watertight Closure Maintenance Technician
DCFN Aaliyah Lisa Feeley



USS John P. Murtha (LPD 26)

NEC - 761A Hydraulic Repair Technician
MM1 (SW) Tod Michael Buntain



USS Cowpens In Extended Overhaul (CG 63)

NEC - 736B Pump Repair Technician
EN1 (SW/EXW) Ian Kent Joyce



USS Portland (LPD 27)

NEC - U47A Shipfitter
HTC (SW) Troy Austin Brackett



Assault Craft Unit (ACU) 4

NEC - U47A Shipfitter
HT2 Erica A Showalter



USS Germantown (LSD 42)

NEC - U39A Outside Electrical Repair Technician
EM2 (SW) Julia J Balbuena
EM1 (SW) Kevinandre Tallada Santiago



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	X
860A	Corrosion Control Program Technician	All Ratings				X				
U33B	Computer Numerical Control (CNC) Machinist	MR		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	
U08A	Gas Turbine Repair Technician	GS, GSE, GSM	X		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	X
U40A	Inside Electrical Repair Technician	EM		X	X	X		X	X	X
U33A	Inside Machinist	MR	X	X	X	X	X	X	X	
V82B	Interior Communications Repair Technician	EM, ET, IC			X	X			X	
U39A	Outside Electrical Repair Technician	EM, GS, GSE	X	X	X	X		X	X	X
U34A	Outside Machinist	GS, GSM, MM, MR	X		X	X		X	X	
U52A	Pipefitter	HT	X		X	X	X	X	X	
736B	Pump Repair Technician	ABE, ABF, DC, EN, GSM, MM, MR	X	X	X	X	X	X	X	
797A	Rigger/Weight Tester	All Ratings	X		X	X		X	X	X
719B	Shipboard Calibration Coordinator	EM, EN, ET, GSE, GSM, IC, MM	X							
U47A	Shipfitter	HT	X	X	X	X	X	X	X	X
834A	Valve Repair Technician	All Ratings	X	X	X	X	X	X	X	X
835A	Watertight Closure Maintenance Technician	All Ratings	X		X	X			X	X



NAMTS Training is Available at these Facilities



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

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

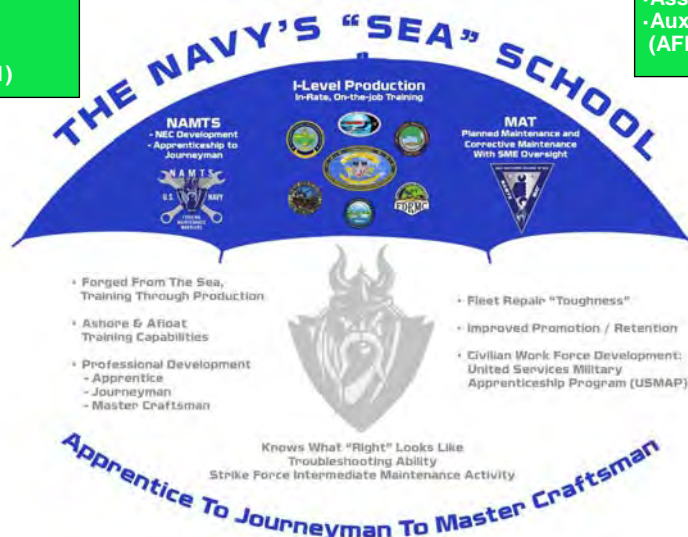
- USS Emory S. Land (AS 39)
- USS Frank Cable (AS 40)

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

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

- ### West Coast Afloat
- USS Nimitz (CVN 68)
 - USS Carl Vinson (CVN 70)
 - USS Theodore Roosevelt (CVN 71)
 - USS Abraham Lincoln (CVN 72)
 - USS Ronald Reagan (CVN 76)
 - USS America (LHA 6)
 - USS Tripoli (LHA 7)
 - USS Essex (LHD 2)
 - USS Boxer (LHD 4)
 - USS Makin Island (LHD 8)
 - USS 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 Rushmore (LSD 47)
 - USS Ashland (LSD 48)
 - USS Harpers Ferry (LSD 49)
 - USS Pearl Harbor (LSD 52)
 - USS Stethem (DDG 63)
 - USS Cowpens (CG 63)
 - Assault Craft Unit One (ACU 1)

- ### East Coast Afloat
- USS Dwight D. Eisenhower (CVN 69)
 - USS George Washington (CVN 73)
 - USS John C. Stennis (CVN 74)
 - USS Harry S. Truman (CVN 75)
 - USS George H. W. Bush (CVN 77)
 - USS Gerald R. Ford (CVN 78)
 - USS Wasp (LHD 1)
 - USS Kearsarge (LHD 3)
 - USS Bataan (LHD 5)
 - USS Iwo Jima (LHD 7)
 - USS San Antonio (LPD 17)
 - USS Mesa Verde (LPD 19)
 - USS Arlington (LPD 24)
 - USS Ft. Lauderdale (LPD 28)
 - USS Tortuga (LSD 46)
 - USS Carter Hall (LSD 50)
 - USS Oak Hill (LSD 51)
 - USS Jason Dunham (DDG 109)
 - Assault Craft Unit Two (ACU 2)
 - Assault Craft Unit Four (ACU 4)
 - Auxiliary Floating Dry Dock Dynamic (AFDL 6)





NAMTS Points of Contact



CNRMC - Code 900, Director, I-Level Production	(757) 400-0090
CNRMC-Code 910, I-Level Production Manager	(757) 400-2127
CNRMC - Code 800 Expeditionary Maintenance	(757) 400-2127
CNRMC - Code 920 I-Level Programs/Knowledge Mgt.	(757) 400-2486
CNRMC - Code 930 NAMTS Program Manager	(757) 400-2103
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) 500-4630
NAMTS Afloat Lead	(757) 578-5139
Mentor Team Lead East	(757) 500-4829
Mentor 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) 400-2619
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
Structural SME (East)	(757) 373-4016
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
Corrosion Control Program Specialist	(757) 400-2466
Instructional Systems Designer	(757) 470-5934
NAMTS Public Affairs	(757) 500-4713

NAMTS

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