

Foggo: U.S. Military in All-New Territory in Fight Against Virus



Hospitalman Recruit Jacob Cortes monitors the level of oxygen in a tank aboard the hospital ship USNS Mercy on April 14, docked in Los Angeles in support of COVID-19 response efforts. U.S. Navy/Mass Communication Specialist Seaman Luke Cunningham ARLINGTON, Va. – The scope of the COVID-19 pandemic shows the new domain that the U.S. military must prepare to operate in, according to the top commander of U.S. naval forces in Europe and Africa.

“That seventh domain is just simply germs. It’s the biosphere we operate in,” Adm. James Foggo III said April 15 during a webcast for Navy League’s Sea-Air-Space 2020: Virtual Edition. “And I think we’re going to have to take that into account in our preparations for deterrence and defense in the future.”

To register and then watch this Sea-Air-Space 2020: Virtual Edition webinar live online, click [here](#).

Foggo, commander of Allied Joint Force Command, which is based in Naples, Italy, as well as U.S. Naval Forces Europe and U.S. Naval Forces Africa, said the challenges of a massive NATO exercise, Trident Juncture 2018, which involved 50,000 personnel, 70 ships, 10,000 ground vehicles and 165 different aircraft, taught him that logistics should be added to the five battlespace domains of land, sea, air, space and cyber. However, the coronavirus outbreak that has sickened 1.9 million people worldwide, killed more than 123,000 and devastated Italy shows that there's now a seventh domain.

"That seventh domain is just simply germs. It's the biosphere we operate in."

Adm. James Foggo III

"It hit us earlier, here in Italy," where the Joint Force has facilities at Aviano Air Base in the north, Naval Air Station Sigonella in Sicily and Gaeta, near Naples, where the amphibious command ship USS Mount Whitney, the flagship of the 6th Fleet, is based.

Foggo credited Microsoft founder, billionaire and philanthropist Bill Gates for suggesting in a 2015 speech that, in addition to traditional wargames and tabletop exercises, pandemic planning take priority.

Foggo also cited a fast-spreading virus wargame, Urban Outbreak 2019, co-sponsored by the U.S. Naval War College, the Uniformed Services University of the Health Sciences and Johns Hopkins University's Applied Physics Lab, as "a start in preparation for the future and incorporation into our planning processes."



Adm. James Foggo III, commander of Allied Joint Force Command, U.S. Naval Forces Europe and U.S. Naval Forces Africa, spoke on April 15 during a Navy League Sea-Air-Space 2020: Virtual Edition webcast.

The admiral stressed the importance of testing for COVID-19 to determine if someone is infected and whether persons they've come in contact with be isolated.

"Testing works in our favor," Foggo said. "We can't afford to take anybody off the line in a day of Great Power Competition, where we have adversaries, competitors and, most importantly, we have violent extremists who take advantage of any chink in the armor."

In the future, "we're going to have to plan ahead on how we're going to protect the force against something like the coronavirus until we get a vaccine against COVID-19, and then beyond that there will be a next coronavirus, and I think we'll be much better prepared for that in the future."

Geurts: Accelerated Acquisitions Position Navy, Industry for Period After COVID-19 Crisis Wanes



An artist rendering of the Columbia-class ballistic missile submarine. The Navy's top acquisition official said April 15 during a Navy League Sea-Air-Space 2020: Virtual Edition webcast that work is proceeding on such programs as the Columbia SSBN and the next-generation guided-missile frigate, despite the disruption of COVID-19. U.S. Navy

ARLINGTON, Va. – The U.S. Navy's top acquisition official said the service's efforts to accelerate contract awards in the midst of the COVID-19 pandemic are helping the defense industry sustain its economic health at all levels and positioning the Navy and industry to emerge from the

crisis without falling behind on work and ready to resume normal operations.

James F. Geurts, assistant secretary of the Navy for research, development and acquisition, speaking during an April 15 webcast of the Navy League's Sea-Air-Space: Virtual Edition, said the Navy and the defense industry are working to keep on task and be in a position to accelerate "out of the crisis."

To register and then watch this Sea-Air-Space 2020: Virtual Edition webinar live online, click [here](#).

"Ships still have to come out on time," Geurts said, noting that the Navy can't afford to lag once the world starts to recover from the crisis.

Geurts said the Navy has moved up the award of some contracts to inject "a lot of money in the system" to "get funds in the contractor hands" and "bring that work to the left" – meaning getting in started sooner. An example is the award last week – months early – of LPD 31, the second Flight II San Antonio-class amphibious transport dock ship.



James F. Geurts (right), assistant secretary of the Navy

for research, development and acquisition, and Sea-Air-Space 2020: Virtual Edition moderator Francis Rose discuss Navy and defense industry acquisitions preparedness during and after the pandemic.

Accelerating contract awards enables shipyards and other contractors to stack a backlog of work and keep their workers employed. The contractors also can push funds to their lower-tier subcontractors to the same effect.

Geurts said it was “counterintuitive ... that the best way to secure [the health of the defense industrial base] was to accelerate going into a crisis. Most folks would want to slow down, wait and see, and that would exactly create the wrong conditions.”

“The risk is being too risk-averse in our approach. The other risk is being reckless in our approach.”

“Ships still have to come out on time,” even as the Navy and industry weather but eventually recover from the pandemic.

James F. Geurts

He said that all of stakeholders are going at the situation “deliberately but urgently and thoughtfully. A challenge for us will be [that] it’s not a one-size-fits-all solution. This crisis hits different areas of the country, different sectors differently at different times. The key to success will be great networks, leveraging the data we have and building on a foundation of trust.”

As the Navy worked to advance contract awards, Geurts said he saw his now “massively distributed,” largely teleworking work force shows greatly improved performance as it works to help the defense industry get through the pandemic.

The Navy also is ordering spare parts sooner to build up the supply and to shore up the suppliers who provide them.

Geurts said he confers with shipyard presidents or CEOs every other day to assess the status of work and provide opportunities to share lessons learned and to discuss best practices, ways to avoid disruption and how to speed up recovery.

“It’s been awesome,” he said of the response from the defense industry.

The assistant secretary said the Navy’s acquisition priorities have not changed in the pandemic, citing that work is proceeding on such programs as the Columbia-class ballistic-missile submarine and the next-generation guided-missile frigate. He stressed the Navy’s ongoing efforts to minimize delays and disruptions to the service’s programs.

Jones Act Defenders Challenge Economic Arguments for Repealing Century-Old Law



The usefulness today of the 100-year-old Jones Act was the main topic of discussion during a webinar aired on April 14 as part of the Navy League's Sea-Air-Space 2020: Virtual Edition. ARLINGTON, Va. – The 100-year-old Jones Act is far from an outdated law that keeps shipping prices high and hurts the nation's economy, a panel of maritime policy experts argued on April 14.

“The biggest misconception of the Jones Act is the cost impact, the final cost to delivered goods,” John McCown, founder of Blue Alpha Capital, a maritime financial services firm, said on a webcast for Navy League's Sea-Air-Space 2020: Virtual Edition. “Many of the critics have distorted what that number is, cherry picked it, taken it out of context,” McCown added.

To register and then watch this Sea-Air-Space 2020: Virtual Edition webinar live online, click [here](#).

The Jones Act – also known as the Merchant Marine Act of 1920 – bars foreign-built, foreign-owned or foreign-flagged vessels from conducting coastal and inland waterway trade within the United States and between the United States and some of its territories such as Puerto Rico. The law also generally applies restrictions that effectively prohibit Jones Act-

compliant ships from being overhauled at foreign shipyards. Ship crews must be composed of U.S. citizens or legal U.S. residents.



John McCown, founder of Blue Alpha Capital, a maritime financial services firm, joined the discussion on the Jones Act during a webcast for the Navy League's Sea-Air-Space 2020: Virtual Edition.

Opponents say it's time to repeal the law because it has led to higher shipping costs, which pass along higher prices to vendors, retailers and consumers. They also maintain higher costs have driven the commercial shipbuilding industry overseas, leading to a smaller pool of qualified U.S. merchant mariners.

That claim has turned the Jones Act into a scapegoat for "all sorts of economic ills," McCown said. He noted that after Hurricane Maria devastated Puerto Rico in 2017, critics claimed the Jones Act was strangling Puerto Rico's economy and, without the law, there would be a 15% drop in consumer prices. Such a price cut "translates to \$9 billion a year," which, McCown said, was a ludicrous estimate many times the total annual revenue of the Jones Act.

“The biggest misconception of the Jones Act is the cost impact, the final cost to delivered goods. Many of the critics have distorted what that number is, cherry picked it, taken it out of context.”

John McCown, founder of Blue Alpha Capital

U.S. Navy and Coast Guard officials have defended the law, saying that without it, there would be no pool of U.S. noncombat ships – or trained American seafarers to man them – in a war or other national emergency. If cost becomes the deciding factor in maritime trade, leading to elimination of the Jones Act, then commerce on U.S. coastal waters and internal waterways like the Mississippi River would be taken over by another nation, most likely China, the second-biggest economy and shipbuilder in the world, and a “Great Power” competitor, proponents of the law argue.

Given medical supply shortages in the current COVID-19 pandemic, dependence on foreign vessels and foreign crews could pose not just a national security risk, but economic and homeland security risks if the U.S. remains dependent on foreign supply chains, especially for medical equipment and pharmaceuticals, noted former Oklahoma Rep. Ernest Istook, a senior fellow at the Frontiers of Freedom, a conservative think tank. “If they decide to do something that might cut us off, then we are at their mercy,” he added.

MARAD’s Buzby: Readiness of

SeaLift, Ready Reserve Force Suffering



The U.S. Military Sealift Command large, medium speed roll-on/roll-off ship Benavidez transits the English Channel. U.S. Navy/Mass Communication Specialist 3rd Class Jordan R. Bair
ARLINGTON, Va. – U.S. strategic sealift fleets need recapitalization and some increased manning to achieve the readiness that the nation needs to sustain its maritime power, the U.S. maritime administrator said April 14.

“The readiness is suffering,” a fact that sealift stakeholders recognize, Maritime Administrator Mark H. Buzby said during a webcast that is part of the Navy League’s Sea-Air-Space 2020: Virtual Edition.

To register and then watch this Sea-Air-Space 2020: Virtual Edition webinar live online, click [here](#).

Buzby pointed out that rusting ships, obsolete equipment, unavailable parts and repairing and replacing ships are the materiel challenges faced by the Maritime Administration (MARAD) and the U.S. Navy's Military Sealift Command (MSC).

MARAD's Ready Reserve Force of 46 ships and MSC's 15 sealift ships all need recapitalization, Buzby added.

He said the federal government is taking three approaches to recapitalizing the fleets and that a combination of those "will help us renew the fleet":

- Extending the service lives of some existing ships to possibly 60 years.
- Replacing 25 to 26 ships with new or converted used vessels.
- Procuring built-for-purpose sealift ships "from the keel up."

Recruiting and retaining enough mariners remains a challenge as well, Buzby said. Commercial mariners in the U.S. Merchant Marine – including those in the Ready Reserve Force, on Maritime Security Program ships available for mobilization and the declining U.S.-flag merchant fleet – and the government's civilian mariners who work for the MSC are part of the pool that man the sealift ships.



Maritime Administrator Mark H. Buzby participates in a webcast for the Navy League's Sea-Air-Space 2020: Virtual Edition

He said that 24 ships in the Ready Reserve Force are steam-powered, operated by a shrinking pool of technicians qualified to operate and maintain the obsolete propulsion system.

Buzby said the mariner pool is "enough for a steady state today" but inadequate for a substantial mobilization requirement.

Of help would be to place more merchant ships "under the U.S. flag so it gets the pool... where it needs to be," he added.

Building up the U.S.-flag merchant fleet is a considerable challenge, he said, because competitors such as China that have state-run enterprises can undercut the U.S. in terms of lower-cost shipbuilding and manning and can therefore compete more effectively for cargo business.

"We're asking our merchant marine to play on an unlevel playing field," he said.

COVID-19 Piles on Coast Guard's Funding, Readiness Challenges, Says Commandant



Coast Guard Petty Officer 3rd Class Evan Grills is fitted for an N95 respirator at Air Station Kodiak, Alaska, on March 24. Amid the COVID-19 pandemic, aircrews are taking additional measures to reduce potential exposure to the virus while also maintaining full mission readiness. U.S. Coast Guard/Petty Officer 1st Class Bradley Pigage

ARLINGTON, Va. – The U.S. Coast Guard, already facing longer term readiness and funding issues, is shifting manpower and equipment to meet the new challenge of the COVID-19 pandemic, the commandant of the Coast Guard told Navy League's Sea-Air-Space 2020: Virtual Edition on April 13.

With the novel coronavirus also forcing the U.S. Navy, Marine Corps, Army and Air Force to come up with new ways to shield the force while still protecting the nation, Adm. Karl Schultz said his primary focus is on “maintaining a ready, healthy workforce to accomplish the Coast Guard’s primary missions” to facilitate the marine transportation system.

To register and then watch this Sea-Air-Space 2020: Virtual Edition webinar live online, click [here](#).

[See: As Part of Investments, Coast Guard Creates Major S.C. Base](#)

“Right now, we’re focused on people, readiness and enabling the economic prosperity and security of the nation,” Schultz said, noting the Coast Guard’s role as part of the Department of Homeland Security and its mission.

In addition to safeguarding the nation’s 355 seaports and 25,000 miles of commercial waterways as well as conducting maritime search and rescue and counter-narcotics operations, the constantly moving COVID-19 challenge has added new obstacles like offloading tens of thousands of cruise ship passengers, some of them ill with the virus. Coast Guardsmen [did so](#) April 2, helping to escort the cruise ships Zaandam and Rotterdam to port in Port Everglades, Florida.



Commandant Adm. Karl Schultz participates in the Navy League's Sea-Air-Space: Virtual Edition.

Schultz also noted that there are between 75 and 100 commercial vessels in U.S. waters with as many as 100,000 crewmen on board who may need Coast Guard assistance at some point during the crisis.

Before the coronavirus outbreak, the Coast Guard was facing a readiness challenge with aging ships and aircraft, deteriorating infrastructure ashore and an information-technology system on "the brink of catastrophic failure," the commandant said in his State of the Coast Guard address in February.

"But the focus right now is [a] ready Coast Guard, men and women, to get into the fight and get after these COVID-19 challenges that are in our wheelhouse."

Coast Guard Commandant Adm. Karl Schultz

Schultz said thousands of Coast Guard personnel are now teleworkers because of social-distancing rules, but thousands more are still front-line operators in the air and on the

water. “This is really showing just how critical this C5I [command, control, communications, computers, cyber and intelligence] issue is,” Schultz said. “Clearly there’s a money piece to this,” he added. “We’ve got to stop patching old systems.”

When he took command of the Coast Guard in June 2018, Schultz said his focus was on people – getting better facilities and equipment for them, an improved retirement system and recruiting for a more diverse force representative of the nation.

“People remains the absolute center of gravity for Coast Guard readiness,” he said in a live-streamed question-and-answer session during Sea-Air-Space 2020: Virtual Edition.

“But the focus right now is [a] ready Coast Guard, men and women, to get into the fight and get after these COVID-19 challenges that are in our wheelhouse,” he added.

The Sea-Air-Space 2020: Virtual Edition event was created after the annual live exposition had to be canceled due to a prohibition against large gatherings in the wake of the COVID-19 pandemic.

Theodore Roosevelt Sailor Dies of COVID-19 Complications



Seabees assigned to Naval Mobile Construction Battalion 1 and 5 coordinate transportation of Sailors assigned to the aircraft carrier USS Theodore Roosevelt who have tested negative for COVID-19 and are asymptomatic from Naval Base Guam to Guam government and military-approved commercial lodging. U.S. Navy/Mass Communication Specialist 1st Class Nathan Carpenter

PEARL HARBOR, Hawaii – A Sailor assigned to the aircraft carrier USS Theodore Roosevelt who was admitted to the intensive care unit at the U.S. Naval Hospital Guam on April 9 died of COVID-related complications on April 13, the U.S. Navy confirmed.

The name of the Sailor is being withheld for 24 hours after the crew member's family is notified.

The Sailor, who tested positive for COVID-19 on March 30, was removed from the ship and placed in an isolation house on Naval Base Guam with four others from the Theodore Roosevelt. Like other Sailors in isolation, he received medical checks twice daily from Navy medical teams.

At about 8:30 a.m. on April 9, the Sailor was found unresponsive during one of those medical checks. While Naval

Base Guam emergency responders were notified, CPR was administered by fellow Sailors and onsite medical team in the house. The Sailor was transferred to U.S. Naval Hospital Guam, where the Sailor was moved to the ICU.

USS Theodore Roosevelt arrived in Guam on March 27 for a scheduled port visit for resupply and crew rest but remains there while its crew members are treated or housed. As of April 12, the Navy reported 945 servicewide cases of COVID-19 – a majority of those, 735, are Sailors, including 550 from the Theodore Roosevelt itself.

The captain of the carrier, Brett Crozier, who later tested positive and went into quarantine himself, drew attention to his Sailors' plight with a March 30 letter to Navy leadership.

The four-page letter was leaked and ran the next day with a story in the San Francisco Chronicle, drawing worldwide media attention to the ship and setting off a series of events that saw the captain relieved of his command and the acting Navy secretary resigned after criticizing Crozier in a profanity-laced speech in front of his crew.

In an April 13 statement, Chief of Naval Operations Adm. Mike Gilday said, "We mourn the loss of the Sailor from USS Theodore Roosevelt who died today, and we stand alongside their family, loved ones and shipmates as they grieve."

He continued: "This is a great loss for the ship and for our Navy. My deepest sympathy goes out to the family, and we pledge our full support to the ship and crew as they continue their fight against the coronavirus. While our ships, submarines and aircraft are made of steel, Sailors are the real strength of our Navy."

Marine Corps CH-53K Passes Air Refueling Tests



A CH-53K King Stallion heavy lift helicopter refuels from a KC-130J over the Chesapeake Bay on April 6. Sikorsky
NAVAL AIR STATION PATUXENT RIVER, Md. – The CH-53K King Stallion aced an air-to-air refueling test this week, successfully demonstrating long-range logistics support capabilities for the U.S. Marine Corps, Naval Air Systems Command said in a release. The 4.5-hour test was accomplished over the Chesapeake Bay with a KC-130J aerial refueling tanker.

“The aircraft went to the tanker this week and it was very successful, proving it is a long-range vertical logistic workhorse,” said Marine Col. Jack Perrin, H-53 heavy lift helicopters program manager.

According to the CH-53K test team, the wake survey test

assessed the performance of the aircraft when flying behind the tanker in strong, turbulent air. The aircraft's crew successfully plugged the drogue, a funnel-shaped basket towed behind the KC-130J. These tests were performed at increasing closure rates to ensure the CH-53K can handle the forces on the refueling probe when contacting the drogue during aerial refueling.

"The aircraft was able to meet the desired performance for all engagements," Perrin said. "The 'K' is the long-range enabler that we need now and into the future."

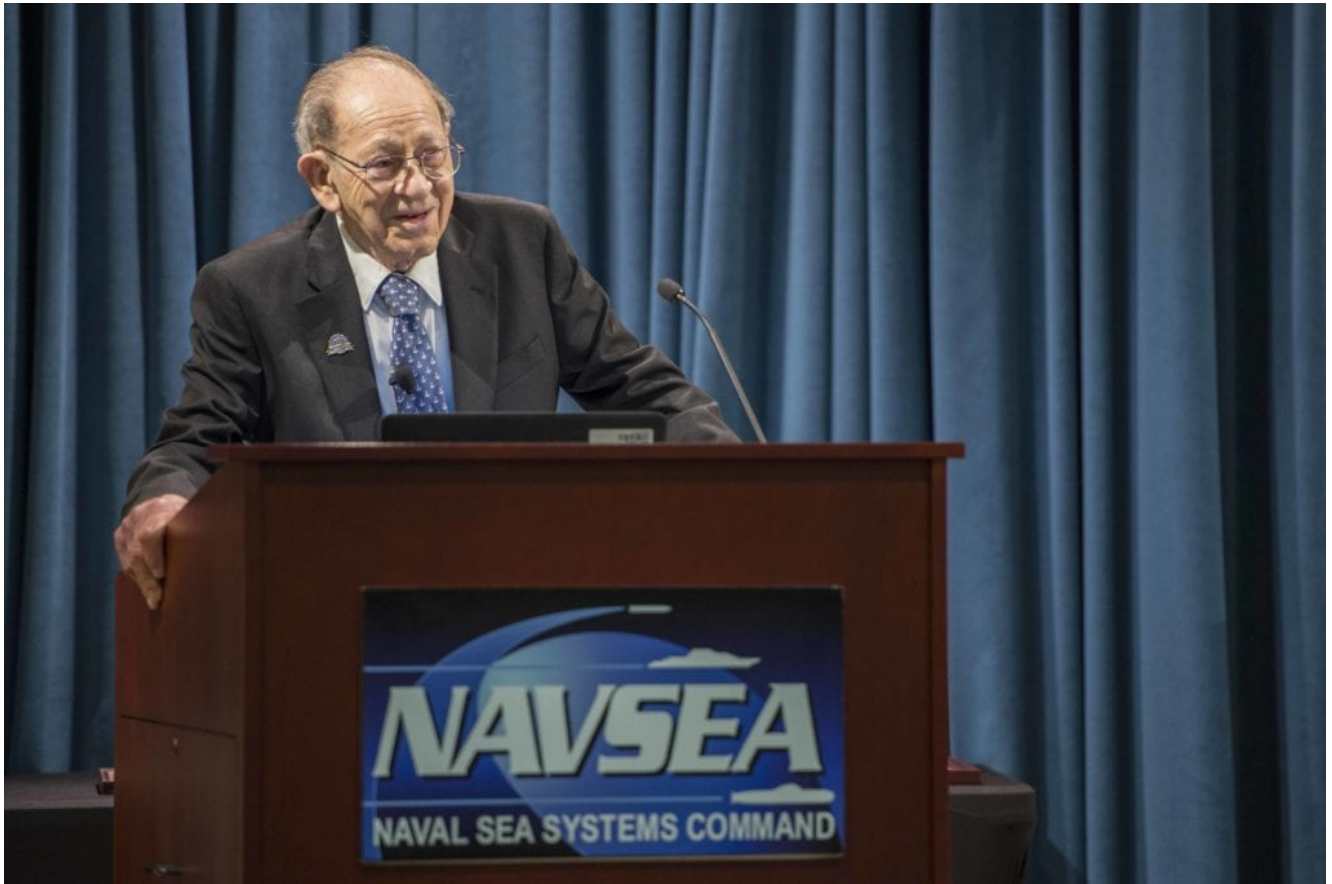
The CH-53K King Stallion continues to execute within the reprogrammed CH-53K timeline, moving toward completion of developmental test, leading to initial operational test and evaluation in 2021 and first fleet deployment in 2023-2024.

"The successful air-to-air refueling test reinforces the superior capabilities of the CH-53K heavy lift helicopter and its ability to carry more Marines, cargo and equipment over longer ranges and in more challenging environments than any other rotorcraft in the world," Bill Falk, Sikorsky program director, CH-53K, said in an April 10 release.

"As the only fully marinized heavy lift helicopter, it will allow the Marines the operational flexibility and reach to fly over open waters to complete long-range missions in support of expeditionary advanced base operations."

NAVSEA Bids Farewell to

Longest-Serving Civil Servant in Defense Department



Sarkis Tatigian delivers remarks in 2017 during a celebration of his 75 years of federal service at the Washington Navy Yard. U.S. Navy/Mass Communication Specialist 2nd Class Jackie Hart

WASHINGTON – Sarkis Tatigian, who began his U.S. Navy career at the age of 19 during World War II, passed away earlier this week, leaving behind a nearly 78-year legacy of service to the Department of Defense, Naval Sea Systems Command said in an April 7 release.

At the time of his death, Tatigian, the longest serving civil servant in the history of the DoD, was serving as NAVSEA's small business advocate.

"Mr. Tatigian truly lived a life dedicated to advocacy and the service of others," said NAVSEA's executive director, James Smerchansky.

“His decades of work oversaw the expansion of the small business industrial base and more than \$100 billion in contracts awarded to diverse, small businesses. As we bid fair winds and following seas to Mr. Tatigian, NAVSEA will greatly miss his presence, but we will never forget the positive impact he made on this command and the entire U.S. Navy.”

“Mr. Tatigian truly lived a life dedicated to advocacy and the service of others.”

NAVSEA Executive Director James Smerchansky

Tatigian’s civilian career with the Navy began in July 1942 as a junior radio inspector at the naval aircraft factory in the Philadelphia Navy Yard and the Navy Office of Inspector of Naval Aircraft in Linden, New Jersey.

He left his position as an inspector in March 1943 and entered the uniformed Navy as an active-duty Sailor. In June 1944, he started working as an aviation electronics technician’s mate in the development of the Navy’s first guided anti-ship munition, the ASM-N-2 “BAT” glide bomb, which later became an operational weapon used by the fleet at the end of World War II.

In 1946, he left active duty and returned to the Navy department and civil service with the Bureau of Ordnance in Washington, working on the Navy’s first generation of guided-missile systems. From there, he moved on to his life’s passion, helping small businesses, as a small business analyst for the bureau. While in the position, Tatigian developed a small business mobile exhibit that traveled coast-to-coast, visiting all state capitals and cities with populations exceeding 400,000. For his organizational efforts on the exhibit, Tatigian received congressional recognition.

“I was retirement eligible in October 1973. But when you don’t have something to wake up for, that’s when you

start to decline. And, if you love what you do and derive a sense of personal worthiness, it's not really work."

Sarkis Tatigian

In June 1979, Tatigian was appointed NAVSEA's associate director of the Small and Disadvantaged Business Utilization Office. The office was eventually renamed the Small Business Program Office, where he continued to serve as an advocate for small business.

In 2012, it was announced during a ceremony honoring Tatigian's 70 years of service that the Navy's Office of Business Opportunities Director's Award would be renamed the Sarkis Tatigian Small Business Award.

The award recognizes outstanding performance by a field activity in creating an organizational climate resulting in the advancement of small business opportunity through exceptionally-managed small business programs and challenging initiatives and who has made significant contributions to the command and the DON small business program. Because of his contributions, Tatigian even won the award that bears his name.

In 2017, NAVSEA celebrated Tatigian's 75th anniversary of civil service. A unique service pin was specially made to mark the occasion as one celebrating that many years of service had never been given before to an employee.

Tatigian, explained upon his 75th anniversary, why he was driven to continue to come to work each day at NAVSEA.

"I was retirement eligible in October 1973," Tatigian said. "But when you don't have something to wake up for, that's when you start to decline. And, if you love what you do and derive a sense of personal worthiness, it's not really work."

Modly Resigns After Backlash Over Insults Directed at Carrier's Ousted Captain



Acting Navy Secretary Thomas B. Modly, who had his temperature checked March 31 during a COVID-19 screening before boarding the hospital ship Mercy in Los Angeles, resigned April 7 after a backlash over his comments toward the former captain of the aircraft carrier USS Theodore Roosevelt. He later apologized for those remarks. U.S. Navy/Mass Communication Specialist 2nd Class Natalie M. Byers

ARLINGTON, Va. – Thomas B. Modly resigned as acting Navy secretary on April 7, a day after calling the ousted captain

of the coronavirus-infected USS Theodore Roosevelt “stupid” in a profanity-laced speech to the aircraft carrier’s crew.

Defense Secretary Mark Esper accepted Modly’s resignation, noting in a statement that Modly “resigned on his own accord, putting the Navy and the Sailors above self.”

Esper said he was appointing current Army Undersecretary James McPherson, a retired Navy admiral, as acting Navy secretary until a permanent secretary can be confirmed. McPherson himself was confirmed by the Senate for the Army post only 14 days ago.

In his statement, Esper said he had “the deepest respect for anyone who serves our country, and who places the greater good above all else. Secretary Modly did that today, and I wish him all the best.”

Esper noted that the investigation which Chief of Naval Operations Adm. Mike Gilday had launched into the Roosevelt affair was continuing and any further action regarding its fired commander, Capt. Brett Crozier, “will wait until that investigation is completed.”

Esper said he was appointing current Army Undersecretary James McPherson, a retired Navy admiral, as acting Navy secretary until a permanent secretary can be confirmed.

Modly’s resignation came after a tumultuous series of events that saw him relieve Crozier from command on April 2, fly to Guam, where the ship is docked, and defend his actions in a April 6 address to the ship’s crew that was sprinkled with profanity. In that speech, Modly called Crozier “too naive or too stupid to be the commanding officer of a ship like this,” according transcripts of recordings of Modly’s remarks made by several of the carrier’s crew.

Modly later said, “I stand by every word I said,” even the

profanity. However, less than 24 hours after the speech, Modly issued an apology to Crozier, to the Theodore Roosevelt's crew and the Navy.

"Let me be clear," Modly said in his statement of apology, "I do not think Capt. Brett Crozier is naive or stupid. I think and have always believed him to be the opposite. I believe, precisely because he is not naive and stupid, that he sent his alarming e-mail with the intention of getting into the public domain in an effort to draw public attention to the situation on his ship."

Modly "resigned on his own accord, putting the Navy and the Sailors above self."

Defense Secretary Mark Esper

Crozier's March 30 letter to dozens of Navy brass and fellow naval aviators sparked the initial controversy that ultimately led to Modly's resignation a week later.

After three Sailors on the Roosevelt tested positive for COVID-19 – and still more were found to be infected after the carrier made a scheduled port visit at Guam – Crozier believed the carrier had inadequate space to isolate or quarantine Sailors. "The spread of the disease is ongoing and accelerating," Crozier wrote. He called for disembarking all but a token force of about 10% of the crew until all could be tested for infection, isolated for the required 14 days and the ship sanitized.

The letter was leaked to the San Francisco Chronicle, which published it on March 31, gaining worldwide media attention and highlighting Crozier's plea: "We are not at war. Sailors do not need to die. If we do not act now, we are failing to properly take care of our most trusted asset – our Sailors."

The next day, at a Pentagon press briefing, Modly said he was

“disappointed” to hear those remarks but added, “We need a lot of transparency in this situation, and we need that information to flow up through the chain of command.”

On April 3, Modly ordered Crozier relieved of his command, saying he had “lost confidence in his ability to lead” during the virus outbreak. Before the letter was published, Navy leadership had already been in touch with Crozier, Modly said. The captain said he wanted his crew evacuated from the ship faster but did not relay “the various levels of alarm that I, along with the rest of the world, learned from his letter when it was published two days later,” Modly said.

President Grants New York Governor's Request for Hospital Ship Comfort to Take COVID-19 Patients



U.S. Marines walk along Pier 90 in New York City as part of a security detachment supporting the Military Sealift Command hospital ship USNS Comfort. U.S. Navy/Mass Communication Specialist 2nd Class Adelola Tinubu

ARLINGTON, Va. – The governor of New York, the state hardest hit by the COVID-19 pandemic, wants the hospital ship USNS Comfort to switch missions and accept patients with the novel coronavirus ahead of an anticipated spike in infections and deaths.

At his daily news conference April 6 in Albany, N.Y., broadcast by numerous news outlets, Cuomo said he would call on President Trump to direct the 1,000-bed Medical Treatment Facility on board the USNS Comfort to start treating COVID-19 patients. Trump later granted Cuomo's request. A crew member on the hospital ship later tested positive for the virus, several media outlets reported.

[See: Navy Deploys Medical Personnel to New Orleans, Dallas](#)

[See: Coast Guard Oversees Disembarkation of Cruise Passengers](#)

The Comfort and the USNS Mercy, which was sent to help another overburdened medical system in Los Angeles, were designated as referral hospitals for non-COVID 19 patients, to allow local health professionals and hospitals to focus their attention and equipment, like intensive care units and ventilators, on COVID-19 patients.

However, the Comfort, docked in the Hudson River, has seen only a handful of non-COVID patients. Noting mandatory stay-at-home orders in the state, which have reduced auto accidents, crime and other activities that might require a trip to the hospital in ordinary times. “We don’t need the Comfort for non-COVID,” Cuomo said, “we need it for COVID.”



The patient transport team prepares to receive a patient aboard the hospital ship USNS Comfort while the ship is moored in New York. U.S. Navy/Mass Communication Specialist 2nd Class Sara Eshleman

President Trump raised the issue April 5 at a coronavirus task force briefing at the White House. While the ship’s mission wasn’t supposed to be for virus treatment “at all,” Trump

said, "It looks like more and more we'll be using it for that."

New York State has been the epicenter of the COVID-19 outbreak in the United States with 130,689 cases and 4,758 deaths. The 800-foot-long Comfort, a converted oil supertanker, can provide a range of services such as general surgeries, critical care and ward care for adults. The ship wasn't accepting obstetrics or pediatric cases, for which it had no specialists or equipment. Walk-in patients weren't permitted, and ambulances couldn't take patients directly to the Comfort. Patients first had to be transported to a city hospital for evaluation, including testing for COVID-19 before they could be transported to the ship.

Pentagon officials announced April 3 that screening for care on the USNS Comfort was being modified and will occur pier-side to reduce the backlog at some of the nearby New York hospitals. The screening effort for the Comfort no longer would require a negative test, but each patient still will be screened by temperature and a short questionnaire. The Pentagon also announced that the 2,500-bed non-COVID facility set up in New York's Javits Convention Center would start taking COVID-19 positive patients.

Capt. Patrick Amersbach, the USNS Comfort's medical commander, told reporters in a teleconference April 2 that if the mission changed, all the Comfort's beds would have to be reconfigured to keep those with the virus far apart from those not infected.

"We understand that introducing COVID-19 positive patients into the FMS environments elevates the risk of transmission to other patients and our medical providers. This decision was risk-informed and made to ensure that DoD can continue to provide these local communities the type of medical care they most need. Force health protection is a top priority and our medical professionals will have the required personal

protective equipment needed for this mission," the Defense Department announcement said.

The shipboard coronavirus relief operation in both New York and Los Angeles is led by the Federal Emergency Management Agency in coordination with U.S. Northern Command, Military Sealift Command and the U.S. Navy.