

BATAARG BEACON

A full-page background image of a sailor in a red life vest and safety glasses, working on a ship's railing. The sailor has a tattoo on their arm and is looking down at their work. The ocean is visible in the background.

Issue 6

March 30, 2020

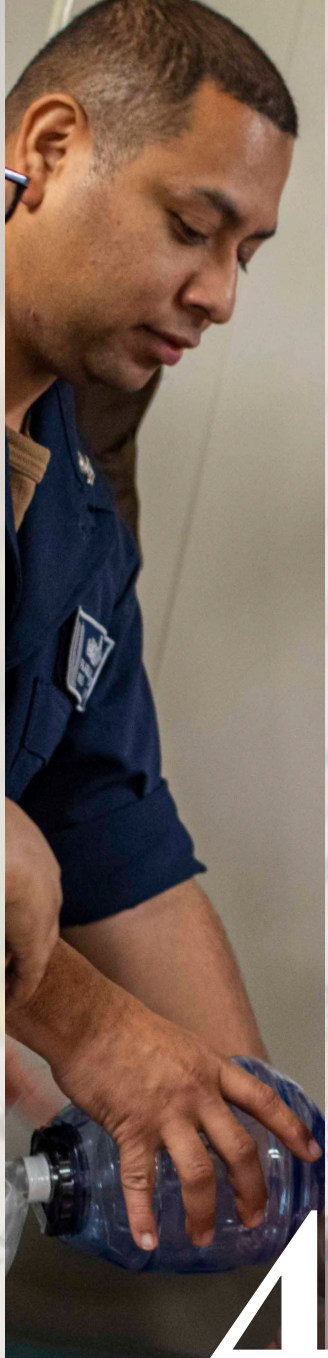
Oak Hill Sailors conduct
ship preservation efforts

Preparing for the Fight

New York's medical team trains for every situation

'Chart Your Own
Course'

Bataan's Women's History Month celebration



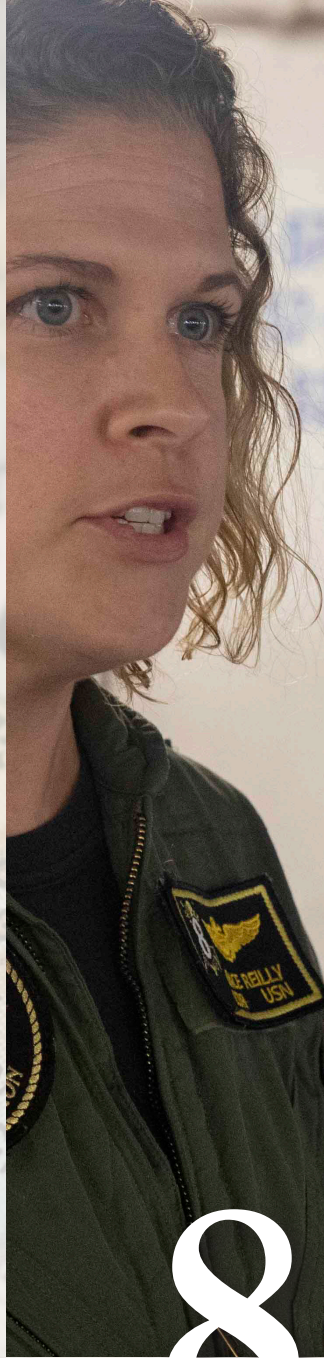
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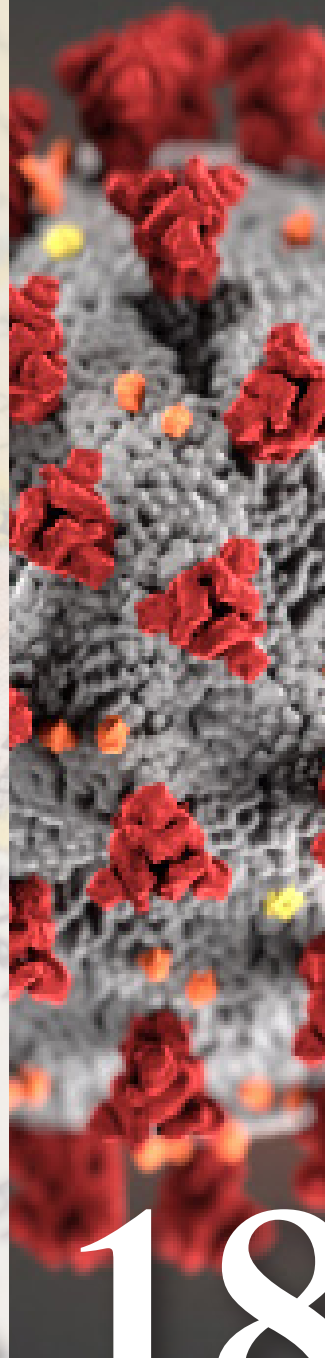
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Cover photo:

Seaman Recruit Didier Alvarado, assigned to the amphibious dock landing ship USS Oak Hill (LSD 51), sands down a rail during shipboard preservation, March 11, 2020. Photo by MC3 Griffin Kersting

Preparing for the Fight:

New York's medical team trains for every situation

Story and photo by MC2 Lyle Wilkie

Aboard the amphibious transport dock ship USS New York (LPD 21), Sailors and Marines train for myriad situations while deployed to the U.S. 5th Fleet area of operations.

The New York's medical team takes basic training a step further by performing scenario-based exercises to ensure their personnel are more than ready to handle any life-saving intervention they may come across.

"A corpsman, being able to come on scene and start life-saving interventions, is paramount," said Lt. Cmdr. Travis Landry, New York's senior medical officer. "Life-saving interventions start at the scene and having a team proficient and trained to be ready to react to anything independently ensures that the best care is available to our Navy and Marine Corps teams 24/7. Naval history is littered with examples of corpsmen acting independently and saving lives in every clime and place. We want to uphold the traditions by ensuring the highest level of training and care is able to be provided in the most extreme of circumstances."

The scenario-based training helps corpsmen get repetitions in before a real medical emergency happens.

"You can only learn so much from reading a book or looking at power points, and you gain no confidence without actually practicing your craft," said Senior Chief Hospital Corpsman Andrew Chubb, the medical leading chief petty officer. "Look at it like a weapon qualification. You can't say you are an expert shot unless you actually go to the range and shoot on multiple occasions."

The corpsmen say they understand how important these trainings are to make them better every day.

"Medicine is a practice, not a profession," said Hospital Corpsman 3rd Class Jennai Jordan, a corpsman aboard New York. "One great thing about my community is no matter how long or short you've been practicing medicine, we all learn new things. By repeating different scenarios, we become more efficient and familiar with certain illnesses and injuries, which give us confidence when treating actual casualties."

They also know how important this training can be to service members and how it could mean the difference between a service member coming home to their family.

"It is extremely important for a corpsman to be able to start interventions by themselves," said Hospital Corpsman 1st Class Ankneshia Shepherd, a corpsman aboard New York. "It can be the difference of life and death."

The medical department hopes to extend the training not just to the corpsman but to the rest of the crew.

"We are starting with the basics and as we continue these scenarios, the training is becoming more complex with multiple layers built in," said Chubb. "We will have a training where we will make the stretcher bearers and the corpsmen respond, moving the patient to the battle dressing station and having to manage them without a provider, just like they would in general quarters. In the time of need, the crew becomes stretcher bearers, and the stretcher bearers become the corpsmen and the corpsmen become the providers. We will continue to train for that."

Even though the training has started with the basics, the corpsmen have already shown improvement.

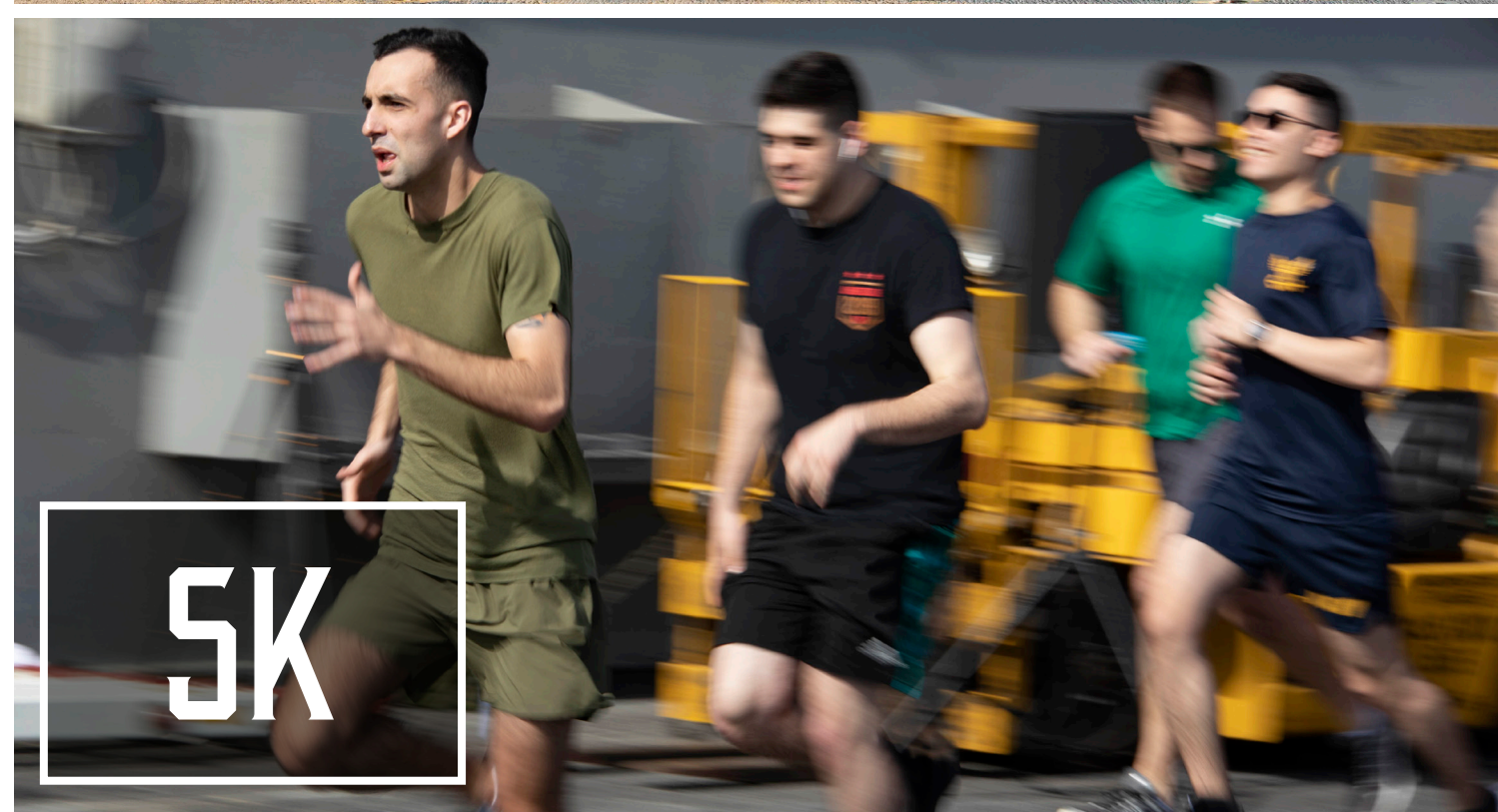
"We have been graced with some truly stupendous teachers on this deployment with the [fleet surgical team] and [Marine] staff giving a wider breadth of knowledge than myself or Senior Chief Chubb could provide on our own," said Landry. "They have learned how to set up ventilators, new and different labs, medication administration, and patient movement amongst others skills. I would say that the medical team has only become more prepared for scenarios as deployment has gone on."

The skills they learn from these training will not only help them on the New York, but for the rest of their career.

"The confidence level of the department as a whole has increased," said Chubb. "The corpsmen are more motivated and are comfortable doing more. It has been great seeing them growing in their profession and it has made me proud knowing that they are my reliefs in our Navy."



Hospital Corpsman 2nd Class Darren David performs cardiopulmonary resuscitation (CPR) on a simulated patient during medical training.



Clockwise from top left:

Photos by MCSA Darren Newell

Chief Culinary Specialist Linda Colter, assigned to the amphibious assault ship USS Bataan (LHD 5), participates in a fun run in celebration of Women's History Month on the flight deck, March 21, 2020.

Religious Programs Specialist 1st Class Adonis Albia, assigned to the amphibious assault ship USS Bataan (LHD 5), participates in a 5k run on the flight deck, March 21, 2020.

Members of the Bataan's Women's Organization to Reach, Teach, and Help (WORTH) pose for a group photo, March 21, 2020.

Sailors and Marines, assigned to the amphibious assault ship USS Bataan (LHD 5), participate in a fun run in celebration of Women's History Month on the flight deck, March 21, 2020.

Aviation Boatswain's Mate (Handling) Airman Hrang Hu, assigned to the amphibious assault ship USS Bataan (LHD 5), participates in a 5k run on the flight deck, March 21, 2020.

Sailors and Marines, assigned to the amphibious assault ship USS Bataan (LHD 5), participate in a fun run in celebration of Women's History Month on the flight deck, March 21, 2020.





‘Chart your own course’

*Women’s History Month speech by Lt. Cmdr. Grace Reilly,
Air Operations Officer, Amphibious Squadron 8*

The history of women in the United States Navy and Marine Corps, outside of nursing, officially goes back to World War I, when both services allowed women to enlist and work as yeomen. Marines all seem to know the name of the first female Marine, Sergeant Opha Mae Johnson, but we on the Navy side are not as familiar with the first female sailor, Chief Yeoman Loretta Perfectus Walsh. In the hundred years since brave women like these two first opened the door, barriers to women in the service have fallen left and right, from the first female naval aviators in 1974 to the opening of combat positions to Marine women in 2015. Our history may be brief, but it is important.

I was asked to speak about women’s empowerment and how we can inspire success in female Marines and Sailors of all stripes. So naturally I thought, what better way to showcase success than by talking about the F word? Failure, that is. It is said that you learn more from your failures than from your successes and that has definitely proven to be true in my life.

Studies show that girls are often praised for innate characteristics (Oh, you’re so smart!) while boys are more likely to be praised for their effort (Wow, you worked hard on this!). This can lead to girls believing that failing isn’t due to a lack of effort but rather is a reflection of their value and abilities. I don’t know if that was true for me, but I did develop an aversion to failure and would avoid things I wasn’t good at. Bad at soccer? I quit. Differential Equations in college too difficult? Dropped out of the class. Taking a risk wasn’t worth the possibility of failing. Why play a game that you’re not good at?

I could have continued my whole life like this, but for one thing; I went to college on a Navy ROTC scholarship and I had my heart set on aviation. I reported to Pensacola, Florida for flight school as a bright-eyed Ensign in August of 2009 and it didn’t take long for the F word to hunt me down. I failed my first checkride before I had even touched a Navy aircraft. We flew civilian Cessnas as part of the Introductory Flight Screening program and I struggled with learning to land – kind of an important part of flying. Not only did I have to go stand in front of “the man” in my khakis, but I had also managed to get Egg McMuffin grease on my pant leg on the way to work that morning. Not my finest moment!

Luckily, I was allowed to continue in flight school and things went well through my ground training and into my primary flight squadron where I learned to fly the fixed wing turbo prop T-6B. Primary was...rough! The T-6 is zippy and fun but it was also a lot of airplane for a novice pilot. Before they would let me take it out solo, I had to pass a checkride, a flight I tried and retried for nearly a month. The leadership at the command knew I worked hard and approached flying with a good attitude, which helped in their decision to retain me in training. When I finally passed the flight and was able to solo, it was such a freeing feeling.

But it wasn’t all smooth sailing from there unfortunately. I had gotten into a good groove and flights were going well when I got a little too comfortable. I tried to get ahead of the instructor on a post-landing checklist while sitting in an unfamiliar seat when I hit a lever I wasn’t expecting and



Above:

Then-Commanding Officer of Helicopter Training Squadron (HS) 8 Cmdr. Jessica Parker returns from her last flight flown as an instructor pilot at Naval Air Station Whiting Field, June 4, 2019. Photo by Lt. Michelle Tucker.

accidentally exploded the aircraft canopy. I couldn’t believe that had actually just happened, but the sudden rush of wind told me otherwise. The next few days were embarrassing and terrible, but I eventually finished the syllabus and moved into helicopters. I did a tour flying the mighty MH-60S and deployed with a det just like the one here on Bataan. But I think back sometimes to that night, standing next to a topless aircraft on a runway covered in Plexiglas. One of the airfield maintainers who came to the scene tapped me on the shoulder and said, “Ma’am, you’re going to want to keep this” as he handed me a playing card sized piece of canopy. And he was right. I keep it with all my command coins and Navy memorabilia because it reminds me of what I’ve learned from facing the dreaded F word head on.

I would never pretend to be some great source of wisdom but I would like to share what

failing and persevering has taught me. First, failure is rarely the end of the world. We are lucky to work in the military, an environment that values risk taking and boldness more than most others. As women, we are held to the same standards as our male peers and given the same opportunities to succeed and advance. But too many women let a fear of failure keep them from taking a big chance or risk. Don’t be your own worst enemy! You may not always succeed but you’ll never grow if you don’t try. Volunteer for the collateral that seems challenging. Talk to your DIVO about the commissioning program you’ve been eying. Speak up in the departmental meeting if you know you have a good idea.

One of the hardest things to do is to give something your all, be 100 percent in, and still run the risk of failing. It’s always tempting to give yourself an excuse – “Well, I could have picked up rank if I’d studied more for the advancement

exam” or “I could have gotten into that program if I’d really tried.” My challenge to you is to not give yourself that easy out. Growth comes from pushing outside your comfort zone. As one of my Navy idols, Rear Adm. Grace Hopper, famously said, “A ship in port is safe, but that’s not what ships are for.” While some of you who were onboard for Bataan’s yard period might argue that ships in port aren’t all that safe either, I think the point stands. Being bold and going all in for what you want is the only way to accomplish real change in your life.

Rear Adm. Hopper also brings me to something else I’ve learned. If you’ve never seen a picture of her, imagine a pocket-sized grandma in SDBs, no more than 100 pounds soaking wet. Basically, she’s the exact physical opposite of Capt. Carmichael. When XO tells us to “Dominate!” over the 1MC, I believe it. But it probably wouldn’t have the same authenticity or effect coming

from Rear Adm. Hopper or, for that matter, from me. We should all have mentors and role models but at the end of the day, we need to determine for ourselves what leadership style works best for us. I know I’ve been telling you not to fear failure, but you don’t need to seek it out unnecessarily either. One of the quickest routes to failure is failing to be true to who you are. That’s where your unique strengths lie. The Navy and Marine Corps are both big machines and it’s easy to feel like the individual can get lost. But people form the basis of these organizations and your unique talents, skill set, sense of humor, work ethic and goals are necessary ingredients for our future success, in ways both big and small.

You need to chart your own course in your career, even if it seems risky. I would love to see each and every one of you as a Master Chief, CWO5 or Admiral – that would honestly be really badass. But that’s not realistic and that doesn’t mean you’ve failed. This is something I’ve wrestled with in my own career.

For example, Air Boss, CDR Parker, flew the same type of helicopter that I did, but after that, our careers took different trajectories. She has followed what we call the “Golden Path” in aviation and, has, for lack of a better word, dominated it. She served as a department head and role model for several of my friends at HSC-6 before becoming the Commanding Officer of the helicopter training squadron, HT-8. Now I get to see her every day, keeping our aviators safe and fighting for her personnel in air department, like a boss. I’ve made different choices, ones which have led to a path of a different color that I’m still figuring out. While my peers

went to be flight instructors, I saw an opportunity I couldn’t pass up to move to Spain and work at Naval Station Rota. I am now following my skill set and goals into a different field altogether, that of Foreign Area Officer, where I will get to see the military and how we impact the world from a different angle.

I tell you this not because my life is so fascinating, but because I believe that the Navy and Marine Corps shouldn’t be cookie cutter. Fun fact: I just learned that as recently as the 1970’s, women had to get their husbands’ written permission to reenlist. Thankfully, we get to make our own decisions today, but a path that works for one woman might not be right for another. And that’s ok – that’s not failing or giving up. It’s recognizing that each Sailor and Marine and her family is different. I want you all to excel, both personally and professionally, but what that looks like for you might not be what it looks like for someone else. Work hard, find mentors, take risks, learn as much as you can, and then use that to make career moves that help you work toward your goals, whatever they may be. And don’t forget, there are other F words – such as family, fulfillment, and faith – that are just as important to your future. Which brings me back to my original F word: failure.

A little while ago, I was admiring Corporal Tabron’s “Bataan Tough” water bottle to which she’d made a few enhancements. One was giving the gator a cammie blouse, like any good Devil Dog would, and the other was adding a motivational quote: “If you fall down seven times, get up eight.” I love this message. As someone who didn’t have much grit as a kid when it came to sticking to

things that were hard, learning how to persevere through failure has been one of the best and most painful lessons I’ve learned. I still remember, in the middle of my disastrous flight school days, working out my frustration by running on the treadmill, iPod cranked up, listening to Sia sing, “You shoot me down, but I get up. I am titanium.”

We should all strive to be titanium. Keep getting up after you get knocked down, whether it’s one time, seven or seventy. Take risks, chart your own course and be authentically yourself. The history of women in the military may be brief, but from where I stand, I see no limits to the history you all can make and what you can accomplish in the future.

Thank you for the opportunity to speak and Happy Women’s History Month!

Below:

Rear Adm. Grace Hopper sits for an official portrait. US Navy photo.





Clockwise from top left:

Engineman 2nd Class Clarisa Morel, assigned to Landing Craft, Utility (LCU) 1655, delivers a speech during a Women's History Month celebration on the mess decks of the amphibious dock landing ship USS Oak Hill (LSD 51), March 27, 2020. Photo by MC3 Griffin Kersting.

Aviation Electronics Technician 3rd Class Mackenzie Moessner, assigned to the amphibious assault ship USS Bataan (LHD 5), participates in a Women's History Month celebration held on the mess decks, March 30, 2020. Photo by MC2 Kaitlin Rowell.

Retail Service Specialist 3rd Class Beatriz Catanoderodriguez, assigned to the amphibious assault ship USS Bataan (LHD 5), speaks during a Women's History Month celebration held on the mess decks, March 30, 2020. Photo by MC2 Kaitlin Rowell.

Lt. Emily Garlington, assigned to the amphibious assault ship USS Bataan (LHD 5), participates in a Women's History Month celebration held on the mess decks, March 30, 2020. Photo by MC2 Kaitlin Rowell.

Mass Communication Specialist 1st Class Kathryn Macdonald, aboard the amphibious assault ship USS Bataan (LHD 5), speaks about the first female Sailor, Chief Yeoman Loretta Perfectus Walsh, pictured, in a Women's History Month celebration held on the mess decks, March 30, 2020. Photo by MC2 Kaitlin Rowell.

Lt. Cmdr. Grace Reilly, assigned to Amphibious Squadron 8, delivers a speech during a Women's History Month celebration held on the mess decks of the amphibious assault ship USS Bataan (LHD 5), March 30, 2020. Photo by MC2 Kaitlin Rowell.



Pictured:

Boatswain's Mate
2nd Class Carmen Baez,
left, paints a bulkhead,
while Gunner's Mate 3rd Class
Servando Mendez, center, uses a
needlegun and Seaman Recruit Didier
Alvarado, above, sands down a rail during
USS Oak Hill ship preservation efforts.

Oak Hill Sailors conduct ship preservation efforts

Story and photos by MC3 Griffin Kersting

Sailors assigned to the amphibious dock landing ship USS Oak Hill (LSD 51) are conducting preservation to keep the ship and equipment ready for any mission it may be tasked with. Preservation of ships both topside and inside the ship, is essential in making sure that everything onboard runs properly and that the ship looks professional.

"Shipboard preservation is not just about material condition and readiness, it's also about ownership and pride," said Command Master Chief Brent Blalock, the command master chief of Oak Hill. "Here onboard Nation's Protector, we take pride in our appearance and work hard every day and stay ready for whatever our nation may need."

Preservation efforts include chipping rust, replacing non-skid surfaces, sanding down old



Pictured:

Information System
Technician 3rd Class
Salvatore Gelone sands
paint off the deck of Oak Hill
during ship preservation efforts.

paint and applying new paint to surfaces that need them.

"When a new ship is commissioned, it is expected that it will serve our nation for 30-40 years of service," said Chief Warrant Officer Kevin McCreevan, the deck operations officer of Oak Hill. "By properly preserving our ship, we can ensure the ship is serviceable for many years and potentially reduce maintenance costs in the future."

All Navy ships are required to conduct maintenance and to maintain preservation efforts.

"Sailors and Marines onboard have been putting forth an excellent effort with preservation," said McCreevan. "Everyone's hard work is appreciated and does not go unnoticed."

Oak Hill, a part of the Bataan Amphibious Ready Group and with the 26th Marine Expeditionary Unit (MEU), is deployed to the U.S 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the Western Indian Ocean and three strategic choke points.



Above:

Sailors prepare to admit the first patient aboard the hospital ship USNS Mercy (T-AH 19), March 29, 2020. Photo by MC2 Abigayle Lutz.

Right:

The Military Sealift Command hospital ship USNS Comfort (T-AH 20) is escorted by U.S. Coast Guard, New York Police Department and New York Fire Department assets as the ship arrives in New York City, March 30, 2020. Photo by Petty Officer 2nd Class Cory J. Mendenhall, U.S. Coast Guard.

Mercy accepts first patients in Los Angeles

Story by Petty Officer 2nd Class Natalie Byers, U.S. 3rd Fleet Public Affairs

The hospital ship USNS Mercy (T-AH 19) accepted its first patients in Los Angeles March 29 during its support of the nation's COVID-19 response efforts.

"I couldn't be more proud of our crew for all the hard work they did to get us here and ready in such a short time," said Capt. John Rotruck, Mercy's Military Treatment Facility commanding officer. "Being able to accept our first patients is a true testament of the teamwork between Mercy, the Navy, the State of California, the county of Los Angeles, and the City and Port of L.A."

While in Los Angeles, the ship will serve as a referral hospital for non-COVID-19 patients currently admitted to shore-based hospitals, and will provide a full spectrum of

medical care to include general surgeries, critical care and ward care for adults. This will allow local health professionals to focus on treating COVID-19 patients and for shore-based hospitals to use their Intensive Care Units and ventilators for those patients.

"The men and women embarked on board Mercy are energized, eager, and ready to provide relief to those in need," said Rotruck.

Mercy is a seagoing medical treatment facility that currently has personnel embarked for the Los Angeles mission, including Navy medical and support staff assembled from 22 commands, as well as over 70 civil service mariners.

Mercy's primary mission is to provide an afloat, mobile,

acute surgical medical facility to the U.S. military that is flexible, capable, and uniquely adaptable to support expeditionary warfare. Mercy's secondary mission is to provide full hospital services to support U.S. disaster relief and humanitarian operations worldwide.

U.S. 3rd Fleet is operating as the Maritime Command Element, West, for U.S. Naval Forces Northern Command (NAVNORTH), under U.S. Northern Command for Defense Support of Civil Authorities in support of the Federal Emergency Management Agency, the lead agency.

For more news from Commander, U.S. 3rd Fleet, visit www.navy.mil/local/c3f/.

Comfort Arrives in New York

Story by U.S. 2nd Fleet Public Affairs

The Military Sealift Command hospital ship USNS Comfort (T-AH 20) arrived in New York March 30, 2020 in support of the nation's COVID-19 response efforts.

While in New York, the ship was originally scheduled to serve as a referral hospital for non-COVID-19 patients currently admitted to shore-based hospitals, and provide a full spectrum of medical care to include general surgeries, critical care and ward care for adults. This was intended to allow local health professionals to focus on treating COVID-19 patients and for shore-based hospitals to use their Intensive Care Units and ventilators for those patients.

Comfort is a seagoing medical treatment facility that currently has more than 1,200 personnel embarked for the New York mission including Navy medical and support staff assembled from 22 commands, as well as over 70 civil service mariners.

"The USNS Comfort arrives in New York City this morning with more than 1,100 medical personnel who are ready to provide safe, high-quality health care to non-COVID patients," said Capt. Patrick Amersbach, commanding officer of the USNS Comfort Military Treatment Facility. "We are ready and grateful to serve the needs of our nation."

Comfort's primary mission is to provide an afloat, mobile, acute surgical medical facility to the U.S. military that is flexible, capable and uniquely adaptable to support expeditionary warfare. Comfort's secondary mission is to provide full

hospital services to support U.S. disaster relief and humanitarian operations worldwide.

"Like her sister ship, USNS Mercy (T-AH 19), which recently moored in Los Angeles, this great ship will support civil authorities by increasing medical capacity and collaboration for medical assistance," said Rear Adm. John Mustin, vice commander, U.S. Fleet Forces Command. "Not treating COVID-19 patients... but by acting as a relief valve for other urgent needs, freeing New York's hospitals and medical professionals to focus on the pandemic."

"This USNS Comfort team of Sailors, Marines and Civilian Mariners came together during the transit to New York City and our medical professionals are ready to begin receiving patients from local hospitals tomorrow," said Capt. Joseph O'Brien, mission commander of Task Force

New York City. "Our personnel are our strength—the men and women of our military services accomplish incredible things every day, and I am confident in their abilities as we start the next phase of this mission."

The ship expects to begin receiving patients 24 hours after arriving in New York City. All patient transfers will be coordinated with local hospitals, thus ensuring a consistent handoff of care between medical providers. Patients will not be accepted on a walk-on basis, and should not come to the pier with any expectation that they can receive care.

"The last time that this great hospital ship was here was in the wake of 9-11, where she served as respite and comfort for our first responders working around the clock," said Mustin. "Our message to New Yorkers — now your Navy has returned, and we are with you, committed

in this fight."

The U.S. Coast Guard is providing a security escort of USNS Comfort into New York Harbor, comprised of crews and assets from around the region to include the Coast Guard Cutter Shrike, Coast Guard Cutter Sitkinak, Maritime Safety and Security Team New York, Coast Guard Station New York, and Coast Guard Air Station Cape Cod.

U.S. 2nd Fleet exercises operational authorities over assigned ships, aircraft, and landing forces on the East Coast and the Atlantic.

Coverage of USNS Comfort in New York and USNS Mercy in Los Angeles continues at <http://www.dvidshub.net/feature/NavyHospitalShipsCOVID19>

For more news from U.S. 2nd Fleet, visit <https://www.c2f.navy.mil/> and for more information visit <http://www.facebook.com/US2ndFleet/> or



COVID-19 NAVY UPDATE

CNO AND MCPON MESSAGE TO THE FLEET 30 MARCH 2020

From Chief of Naval Operations (CNO) Mike Gilday and Master Chief Petty Officer of the Navy (MCPON) Russel Smith

CNO: Shipmates, it's the 30th of March, 2020. MCPON Smith and I wanted to provide you and your families an update on COVID-19. During this extraordinary time, what remains constant are our top three priorities: taking care of you and your families, being mission ready, and supporting the whole-of-government effort.

MCPON: This past week, we've seen a rise in numbers who have tested positive for the coronavirus throughout the Fleet. We continue to take this threat very seriously and are working aggressively to keep Sailors healthy, as well as to prevent further spread of the virus.

CNO: We have to think, act, and operate differently right now to both protect Sailors and to remain mission ready. This is not business as usual. That is why many commanders have implemented a 14-day fast cruise for units preparing to get underway, which will conduct important training evolutions, exercises, or deployments.

MCPON: Additionally, we have implemented a 14-day restricted-movement policy for new recruits at RTC. And the entire RTC staff will also remain on base for up to 90 days, to minimize potential spread of the virus.

CNO: We are also supporting the whole-of-government approach in many ways. USNS Mercy arrived in Los Angeles last Friday, and USNS Comfort arrived in New York City this morning. We also deployed two expeditionary medical teams: one to Dallas, Texas, and the other to New Orleans.

MCPON: 2,200 Navy medical professionals are on board these ships, which will serve as referral hospitals for non-COVID-19 patients. Another 1,000 medical personnel are awaiting orders to be deployed.

CNO: In this fight, our Navy medical team is on the front line – fighting to care and treat the American people. Other Sailors from our Reserve and Engineering communities may join the coronavirus fight soon. You all have our thanks and our gratitude.

MCPON: People are the lifeblood of the Navy – and we are counting on every Sailor to take this outbreak seriously.

CNO: While we recognize some new COVID-19 policies place a burden on you and your families, these actions must be taken to ensure your safety and also to maintain mission readiness.

MCPON: To families and loved ones at home, thank you for your support and understanding. This is a hard time, and we could not do this without you.

CNO: I'll end with this: As military professionals, we prepare daily to deal with adversity, uncertainty and conflict. Our Sailors and their families are resilient. We know you will set an example for your friends, for your neighbors and in your local communities on how to make personal sacrifices in service of the collective good. So stay safe, Shipmates. Americans depend on us for security. And we will not let them down.

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Twitter: @26MEU
Instagram: @26MEU

BATAAN NEW YORK OAK HILL

Facebook: @USSBataan
Twitter: @LHD5

Facebook: @USSNewYorkLPD21

Facebook: @USSOakHillLSD51

For BATARG Beacon or social media submissions, contact Lt. Koenig or MC2 Anna Van Nuys at seth.koenig@lhd5.navy.mil or anna.vannuys@lhd5.navy.mil or direct message the PHIBRON 8 facebook page.



SEXUAL ASSAULT PREVENTION & RESPONSE

OPSEC

KNOW WHAT YOUR CRITICAL INFORMATION IS

Unclassified does **NOT** mean unimportant.

What may be seemingly harmless information today may be **CRITICAL** in the future.

Critical information can be **COMBINED** with other critical information.

Critical information changes as the mission changes.

EVERY member should know their command's critical information.

INDICATORS point to critical information. For example, taking on large amounts of fresh fruits and vegetables (FFV) is a possible indicator the ship will be getting underway soon.

Not all indicators can be protected, but **PROTECT** the indicators that can be protected.

Critical information is information our adversaries collect and need to do us harm.

It includes, but is not limited to, **user names and passwords to accounts, and specifics on future operations, personally identifiable information and military plans.**

Protection of critical information will help protect yourself, your shipmates and your family.

Every Command is required to have a **Critical Information List (CIL)**.

This CIL should be developed by the command OPSEC Officer and OPSEC working group members and signed by the Commanding Officer.

...AND PROTECT IT.

TALK TO YOUR COMMAND OPSEC OFFICER TO FIND OUT MORE.