

# SECDEF Addresses End of the American War in Afghanistan



U.S. Soldiers, assigned to the 82nd Airborne Division, prepare to board a U.S. Air Force C-17 Globemaster III aircraft in support of the final noncombatant evacuation operation missions at Hamid Karzai International Airport, Afghanistan, Aug. 30, 2021. *U.S. AIR FORCE / Senior Airman Taylor Crul*

ARLINGTON, Va. – Defense Secretary Lloyd Austin III released the following statement Aug. 30 to mark the end of American involvement in the war in Afghanistan.

“Today, we completed the U.S. military evacuation of civilians and the removal of all U.S. forces from Afghanistan.

I am deeply saddened that, in the course of this historic evacuation mission, we lost 13 of our own, along with so many others who were killed and wounded days ago by cruel terrorists.

We mourn alongside the families of those who were lost, and we will never forget your loved ones’ heroism and sacrifice. They gave their lives trying to save the lives of others. And I know that you share my pride in them.

I hope that all Americans also share my pride in all the troops and diplomats who raced to help save lives during those critical days of August.

Our service members secured, defended, and ran a major international airport. They learned how to help consular officers screen and verify visa applicants. They provided medical care, food and water, and compassion to people in need. They flew tens of thousands of people to safety, virtually around the clock. They even delivered babies.

No other military in the world could accomplish what we and

our allies and partners did in such a short span of time. That is a testament not only to our forces' capabilities and courage but also to our relationships and the capabilities of our allies and partners.

Over the course of more than four decades in service, I have never ceased to be amazed at what an American service member can do. I remain in awe. And I am thankful for the skill and professionalism with which they do it.

I want to thank all those who labored so hard and under such difficult circumstances over the past few weeks, including dozens of our diplomats, to move some 6,000 of our fellow citizens out of harm's way and evacuate more than 123,000 people from Afghanistan – the vast majority of whom are Afghans, friends and allies who fought by our side and fought for our shared values.

We will help these Afghan friends as they now turn to the task of beginning new lives in new places. We will provide these men, women, and children with temporary living spaces, medical care, and sustenance at military facilities at home and abroad. We will continue to support the interagency effort led by the Department of Homeland Security to screen them and to process some of them to lead new lives in America. And we will work hard to defend our citizens from terrorist threats emanating from anywhere around the globe.

Now, the end of this operation also signals the end of America's longest war.

We lost 2,461 troops in that war, and tens of thousands of others suffered wounds, seen and unseen.

The scars of combat don't heal easily, and often never heal at all.

As we look back as a nation on two decades of combat and struggle in Afghanistan, I hope that we will do so with as

much thoughtfulness and humility as we can muster. And I know that we will wish for a brighter future for the Afghan people – for all their sons, and for all their daughters.

Amid these discussions, we must remember our Gold Star families, and the support that we owe them. We must remember the wounded and the family members and the caregivers who still tend to them. We must remember the veterans of this war, those still on duty and those who have hung up the uniform. This country owes them all a profound debt of gratitude.

And we must remember the citizens whom we serve and the nation that we defend.

For my part, I am proud of the part that we played in this war. I am proud of the men and women who led me. I am proud of those with whom I served and led. And I am proud of the intrepid, resilient families who made what we did possible.”

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## **DARPA Selects BAE Systems to Advance Autonomy Software for Multi-Domain Mission Planning**



BAE Systems will further develop software enabling semi-autonomous, multi-domain mission planning under a new DARPA contract. *BAE SYSTEMS*

BURLINGTON, Mass. – BAE Systems Inc. has received a \$6.5 million Phase 2 contract from the U.S. Defense Advanced Research Projects Agency (DARPA) to further develop software that will enable semi-autonomous, multi-domain mission

planning. The Phase 2 award under the Adapting Cross-Domain Kill-Webs, or ACK, program follows a successful Phase 1 demonstration.

As part of Phase 1, BAE Systems' FAST Labs research and development organization, along with teammates Carnegie Mellon University and Uncharted Software, created software called the Multi-domain Adaptive Request Service. The Phase 1 demonstration highlighted the software's ability to update a plan in real time during a live exercise by ingesting information feeds to track the state of planned tasks, and then generating options to adapt the plan to insert new tasks. The Multi-domain Adaptive Request Service software adapts a plan with 100s of missions to insert tasks against new targets, requiring only fractions of a second per target added.

Under Phase 2, BAE Systems will continue to mature and advance the software to scale up the capabilities designed to help operators make informed decisions by automatically identifying available assets across domains, and then rapidly assessing the costs and benefits of using those assets when adapting mission tasks. Phase 2 is a step toward the ultimate goal of the program: demonstrating the techniques in a full scale, operationally realistic setting.

"Autonomy is a critical enabler for multi-domain mission planning," said Chris Eisenbies, product line director of the Autonomy, Controls, and Estimation group at BAE Systems. "The Phase 2 award will focus on advancing the software designed for military operators to leverage battlespace resources from across various domains, including space, air, land, and sea, for more effective, efficient missions."

The software builds on BAE Systems' robust autonomy portfolio and 20-year history pioneering autonomy technology. Work on the ACK program is being performed at the company's facilities in Burlington, Massachusetts and Arlington,

Virginia.

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# **SECNAV: Navy–Industry Partnership Essential for Maintaining a Strong Fleet**



Secretary of the Navy Carlos Del Toro is welcomed by Rear Adm. Douglas Perry, the Navy's director for undersea warfare, during a commissioning commemoration for the USS Vermont (SSN 792) onboard Naval Submarine Base New London in Groton, Conn., Aug. 28. *U.S. NAVY / Chief Petty Officer Joshua Karsten*

ARLINGTON, Va. – A strong partnership between the Navy and the defense industry, including small and medium businesses, is essential to building and maintaining a strong fleet to counter potential adversaries such as China and Russia, the Navy's new civilian leader said.

“I know what it takes to build a warship and the teamwork that's involved with both large companies and small companies, the government, the supervisor of shipbuilding,” said Navy Secretary Carlos Del Toro, speaking Aug. 30 in a webinar of Southeast New England Defense Industry Alliance (SENEDIA). I was really impressed with the work that was going on at Electric Boat [in Groton, Connecticut] ... and Quonset Point [Rhode Island].”

On Aug. 28, Del Toro was in Groton to attend the administrative commissioning of the Virginia-class attack submarine USS Vermont.

“I spent three years of my own life in a shipyard building the

[Arleigh Burke-class destroyer] USS Bulkeley,” Del Toro said. “About a year and a half was actual construction and a year and a half was sailing the ship on sea trials. I have tremendous respect for our shipyard workers and the work they do and all of the small businesses that come together to build a surface ship or a submarine.

“It’s an example of how America’s best can come together to build these tremendous platforms and protect not just our national security, quite frankly but our economic security in every possible way,” he said.

Del Toro praised SENEDIA for “doing a great job training the next generation of submarine workers through your OTA [Other Transaction Authority] partnership with the many apprenticeship programs.”

The SECNAV said that the defense industry was critical to keeping pace with the threat of China’s expansion and Russia’s growing and increasingly capable submarine force.

“China is my No. 1 priority as a more pacing threat to the United States,” he said. “We must do everything we can to prevent China from continuing its malevolent behavior toward the United States, toward other nations, to prevent them from what they potentially want to do [such as take over Taiwan] in some form or fashion.”

Del Toro pointed out that China “has threatened our shipping lanes, she has demonstrated far greater regional aggression, [with] her expanding her presence, not just in the Pacific but around the entire world.

“Russia also shows continued aggression in the Arctic and the Mediterranean and right up to our Atlantic shores as well,” he said. “She continues to build first-class submarines. That’s why organizations like SENEDIA working together with the United States Navy are so critically important to us to continue to stay ahead of technology in every possible way ...

and build the best possible platforms than we can.”

The SECNAV said the world’s “rules-based order remains under siege in every possible way. We must be present, we must be persistent, and we must be postured for anything that comes our way.”

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## **Kitchener Says Surface Force is Sharpening its Competitive Edge**



Vice Adm. Roy Kitchener, commander, Naval Surface Force, U.S. Pacific Fleet, delivers the keynote address at the Surface Navy Association’s annual waterfront symposium at Naval Base San Diego, Aug. 26. *U.S. NAVY / Mass Communication Specialist 2nd Class Alex Millar*

Navy Vice Adm. Roy Kitchener, commander, Naval Surface Force, said readiness, training, manpower and new technology, such as simulators, are sharpening the surface fleet’s competitive edge.

The “SWO Boss” spoke Aug. 26 on the closing day of the Surface Navy Association’s annual Waterfront Symposium at Naval Station San Diego, a hybrid live and virtual event with in-person speakers and attendees as well as virtual participants.

Kitchener cited progress in training and certifying ship crews and individual watchstanders and the value of virtual training capabilities and simulators.

“We continue our integration of the live, virtual and constructive capability, which is integral to the future of

training as it emulates threats at the scale we will encounter and injects them into our training scenarios," he said.

"Junior officers are becoming highly proficient at shiphandling and navigation thanks to an array of new trainers and simulators," Kitchener said. "It's amazing technology, being led by Surface Warfare and bringing increased training capacity and warfare capability to our fleet, worldwide."

The weapons tactics instructors (WTIs) being developed by the Surface and Mine Warfare Development Center are now joining commands around the fleet in significant numbers, and they're paying dividends, he said.

"We will always need talented people developing and introducing warfighting tactics on the waterfront – to do that, we need to certify more WTIs. We will continue to invest in SMWDC and strengthen it as the centerpiece of Surface Force warfighting."

According to Kitchener, getting WTIs into the fleet seven years ago shifted the conversation back to warfighting.

"Now we need to take it even further. We are validating the required number of WTIs to meet our goals over the next few years, but we know that with the growing size and complexity of our SWATT [surface warfare advanced tactical training] program and our goal to put a WTI on every ship, we need a better path to get these officers certified and out to the fleet."

The myriad of readiness, training, manpower and technology initiatives together will retain the surface force's "competitive edge," he said. "Competitive edge is leading the world in warfighting technology. Competitive edge is denying our adversaries battle space and freedom of maneuver every day in peacetime. Competitive edge is not only knowing we can defeat the enemy, but the enemy knowing it too. It's about combat readiness, but more importantly, it's about combat

action, and winning that action.”

Retired Vice Adm. Rick Hunt, president of SNA, thanked the speakers representing operations, personnel, training and support leadership, as well as the in-person and virtual audience for attending. He expressed his gratitude to the active duty and reserve attendees, as well as industry partners, for their contributions to the surface force and national defense.

“Where but the Navy, and the surface Navy in particular, do you have the opportunity to learn every day; to continue to grow; address new and challenging opportunities every day; to make a difference, not only to yourself, but to your shipmates every day; and to be able to deliver directly to our national defense?” he said. “What higher purpose can there be than to do be able to do this kind of very personally and professionally satisfying work – and to do it in a most powerful way?”

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## **DOD Identifies Marine Corps, Navy and Army Casualties**



Flag-draped transfer cases line the inside of a C-17 Globemaster II Aug. 29, 2021, prior to a dignified transfer at Dover Air Force Base, Delaware. The fallen service members died while supporting non-combat operations in Kabul. *U.S. AIR FORCE / Jason Minto*

ARLINGTON, Va. – The Department of Defense announced Aug. 28 the deaths of 13 service members who were supporting Operation Freedom’s Sentinel. They died Aug. 26, 2021, as the result of an enemy attack while supporting non-combatant evacuation

operations in Kabul, Afghanistan. The incident is under investigation.

For the Marine Corps, the deceased are:

Staff Sgt. Darin T. Hoover, 31, of Salt Lake City, Utah.

Sgt. Johann Rosariopichardo, 25, of Lawrence, Massachusetts.

Sgt. Nicole L. Gee, 23, of Sacramento, California.

Cpl. Hunter Lopez, 22, of Indio, California.

Cpl. Daegan W. Page, 23, of Omaha, Nebraska.

Cpl. Humberto A. Sanchez, 22, of Logansport, Indiana.

Lance Cpl. David L. Espinoza, 20, of Rio Bravo, Texas.

Lance Cpl. Jared M. Schmitz, 20, of St. Charles, Missouri.

Lance Cpl. Rylee J. McCollum, 20, of Jackson, Wyoming.

Lance Cpl. Dylan R. Merola, 20, of Rancho Cucamonga, California.

Lance Cpl. Kareem M. Nikoui, 20, of Norco, California.

Hoover, Lopez, Page, Sanchez, Schmitz, Espinoza, McCollum, Merola and Nikoui were assigned to 2nd Battalion, 1st Marine Regiment, 1st Marine Division, I Marine Expeditionary Force, Camp Pendleton, California.

Gee was assigned to Combat Logistics Battalion 24, 24th Marine Expeditionary Unit, II Marine Expeditionary Force, Camp Lejeune, North Carolina.

Rosariopichardo was assigned to 5th Marine Expeditionary Brigade, Naval Support Activity Bahrain.

For the Navy, the deceased is:

Hospitalman Maxton W. Soviak, 22, of Berlin Heights, Ohio.

Soviak was assigned to 1st Marine Regiment, 1st Marine Division, Camp Pendleton, California.

For the Army, the deceased is:

Staff Sgt. Ryan C. Knauss, 23, of Corryton, Tennessee.

Knauss was assigned to 9th PSYOP Battalion, 8th PSYOP Group, Ft. Bragg, North Carolina.

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# Naval Academy Extending Service Life for Yard Patrol Craft



One of the U.S. Naval Academy's yard patrol craft, which are getting a service life extension. *U.S. NAVAL ACADEMY*

The Coast Guard Yard at Curtis Bay in Baltimore, Maryland, is one of two shipyards executing a service life extension program (SLEP) for the U.S. Naval Academy's (USNA) fleet of yard patrol craft (YPs) used to train midshipmen in navigation and seamanship. Lyon ship yard in Norfolk is also conducting the SLEP.

The USNA has a fleet of 21 YPs, which are used to support pierside familiarization, basic damage control and basic to advanced seamanship and navigation underway. There are two variants. The YP 676 class boats are 108 feet long, while the newer YP 703 class are 119 feet long.

YP 676-class boats have wooden hulls and entered service in the mid-1980s. By comparison, the seven YP 703 boats have steel hulls and entered service at the academy in 2010.

The USNA Waterfront Operations Department provides a crew of four, including a craft master (normally a senior Boatswains Mate or Quartermaster), an Engineman and two deck seamen, augmented by the midshipmen who come aboard for training. The Seamanship and Navigation Department provides an officer to

train the midshipmen.

YPs are also used to cruise along the eastern seaboard and can be used as platforms for research. The YPs have been used for summer cruises as far as the Great Lakes, but that hasn't happened for about 20 years. They have a range of 1,800 nautical miles at 12 knots, and can travel for about five days without refueling. YPs spend about 150 days underway conducting training per crew per year.

"The bridges of the YPs are also being upgraded to bring them up to date with electronic navigation standards and newer radar and charting systems. They'll now have the same version of VMS [vessel management system] that the fleet has," said Capt. John Tobin of the Seamanship & Navigation department.

The SLEP affects the YP 676 class boats and will include hull and deck repair, as well as habitability upgrades and overhaul and modernization of the engines and electric generating equipment. The SLEP is being managed by the Support Ships, Boats, and Craft Program Office (PMS 325) within Program Executive Office Ships. Additional YP availabilities are scheduled to continue through March 2022.

"We have completed five SLEPs of the 676 wooden hulled class," said Cmdr. David Kowalczyk, the CG Yard's chief of project management. "Two YP's – YP-683 and YP-684 – are currently undergoing SLEP, and two more are pending."

The program will be complete with all 12 YPs by 2022. The program will overhaul only two YPs at a time so that there will be enough craft to perform training.

The Navy specified that the repair facility be within 150-mile radius of the Naval Academy, and the Coast Guard Yard – less than 30 miles by car and easy to reach by water – meets that criterion by a wide margin.

The repairs require the YPs to be drydocked or removed from

the water to inspect, evaluate, and perform repairs to wooden hull, as well as removal and overhaul of main engines and generators, replacement of galley equipment and inspection and repair of auxiliary systems.

“YP SLEP gives the CG YARD an opportunity to exercise our strengths in vessel renovations and waterfront industrial trade work, and the Navy benefits from our efficient work practices and experience. Ultimately, these strengths combine to give our customers a quality product, minimal down-time for the vessel, and excellent value for their money,” said Kowalczyk.

Kowalczyk said some of the wood work is done by the CG Yard’s Structural Group’s wood crafters, with portions subcontracted. “YP SLEP is a great opportunity for our wood crafters to employ their skills, and diversify their workload and experience.”

He said there are some challenges inherent in wooden ship overhauls.

“When you undock a wooden vessel after several months of being on land, the wood dries out and shrinks, which can lead to leaks upon undocking. Teaming with the Navy, we’ve cooperatively developed to slowly refloat the vessel on our electric shiplift, to allow the wood to swell back up in a controlled environment. Our electric shiplift is basically an elevator that allows us to lift ships out of the water. This process minimizes leaks, and if it proved necessary, we could lift the vessel back up expeditiously and complete repairs.”

Upon completing the SLEP program, each of the YPs will be able to remain in service for another 10 years.

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# Coast Guard Conducts Hurricane Ida Post-Storm Overflights Along the Gulf Coast



The Coast Guard conducts Hurricane Ida post-storm overflights along the Gulf Coast on August 30, 2020. Aircrews conducted overflights near Galliano, Louisiana, to assess damage and identify hazards. *U.S. COAST GUARD*

NEW ORLEANS – The Coast Guard is conducting critical incident search and rescue overflights and assessing for damage Aug. 30 along the Gulf Coast Region of Louisiana following Hurricane Ida, the Coast 8th District said in a release.

The Coast Guard has brought to bear more than 28 aviation assets and nearly 21 shallow-water response assets to respond to flooded and damaged areas.

“The Coast Guard will continue to provide search and rescue capabilities, assess the damage done by Hurricane Ida, repair aids-to-navigation, and ensure the ports along the Gulf Coast can be safely reopened for the flow of maritime commerce,” said Capt. Tracy Phillips, area commander for the Ida response.

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## Coast Guard Interdicts,

# Returns 23 Migrants



Coast Guard Cutter Winslow Griesser's boat crew is on scene with an illegal migrant voyage Aug. 26, 2021, in the Mona Passage between the Dominican Republic and Puerto Rico. The migrant group was comprised of 12 Haitians and 11 Dominican nationals, who were returned to the Dominican Republic Aug. 28. *U.S. COAST GUARD*

SAN JUAN, Puerto Rico – The Coast Guard Cutter Winslow Griesser repatriated 11 Dominican migrants and returned 12 Haitians to the Dominican Republic Saturday, following the interdiction of an illegal voyage in the Mona Passage.

The interdiction is the result of ongoing Coast Guard and Caribbean Border Interagency group partner efforts to deter and stop illegal voyages in the Mona Passage. Since Oct. 1, 2021, the Coast Guard and CBIG federal and state partner agencies have interdicted and or apprehended 2,100 migrants traveling illegally to Puerto Rico.

“We urge any person thinking of taking part in an illegal voyage to not take to the sea,” said Cmdr. Beau Powers, Sector San Juan chief of response. “Your life will be at risk, as will the lives of everyone aboard the vessel. The perils are many, including traveling with ruthless smugglers, aboard grossly overloaded makeshift vessels, in dangerous sea states, with little or no lifesaving equipment onboard. Those making this voyage should expect to be returned to their country of origin and also may face prosecution. The dangers are real, please don't trust your life to a smuggler or in a makeshift vessel.”

The interdiction took place Aug. 26, after a Customs and Border Protection marine patrol aircraft crew sighted a migrant vessel, approximately 42 nautical miles north of Mona Island, Puerto Rico. The cutter Winslow Griesser diverted to

the scene and interdicted the 25-foot makeshift boat with 11 Dominicans, 11 Haitian adults and one Haitian minor aboard.

The crew of the Winslow Griesser transferred the adult migrants to a Dominican Republic Navy vessel just outside Santo Domingo, Dominican Republic, while the minor was transferred to local authorities ashore from the Childrens and Adolescents National Council CONANI.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention. The Coast Guard Cutter Winslow Griesser is a fast response cutter homeported in San Juan, Puerto Rico.

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## **Navy Celebrates Commissioning of USS Vermont (SSN 792)**



The Navy celebrated the commissioning of USS Vermont (SSN 792), the first Block IV Virginia-class submarine to enter service, Saturday, Aug. 28, at Naval Submarine Base New London. *U.S. NAVY*

GROTON, Conn. – The Navy celebrated the commissioning of USS Vermont (SSN 792), the first Block IV Virginia-class submarine to enter service, Saturday, Aug. 28, at Naval Submarine Base New London, Submarine Readiness Squadron 32 said in a release.

“Vermonters have served with valor from the highest mountains to the depths of the ocean,” said Navy Secretary Carlos Del Toro, who served as the event’s keynote speaker and was attending his first ship ceremony as secretary.

“This vessel has already proven itself in service, not only

because it was designed the right way, but because of the exemplary work of the men aboard," he said.

Vermont was administratively commissioned on April 18, 2020, but due to restrictions on large gatherings because of the COVID-19 pandemic at the time, no traditional commissioning ceremony was held. To ensure the health and safety of the crew and all those in attendance during the ceremony Saturday, attendance was limited and no public or media tours were held. Masks were required in all indoor spaces and encouraged in outdoor spaces.

Since its administrative commissioning, USS Vermont has been an active submarine in the U.S. Navy, including participation in anti-submarine warfare exercises alongside the Brazilian navy in the U.S. 4th Fleet area of operations in December of 2020.

In addition to Del Toro, Rear Adm. Douglas Perry, director of undersea warfare on the chief of naval operations' staff and a Vermont native, was among those who spoke at the Saturday ceremony.

Perry spoke of the legacies of previous Navy ships with Vermont ties and military heroes from the state's past, like Ethan Allen during the Revolutionary War and 19th Century Admiral of the Navy George Dewey.

"The Green Mountain State's legacy of naval service runs deep," Perry said. "You join a rich history of honorable service."

This is the third U.S. Navy ship to bear the name Vermont, but first in a century. The first was one of nine 74-gun warships authorized by Congress in 1816. The second, Battleship No. 20, was commissioned in 1907 and first deployed in December of that year as part of the "Great White Fleet." The battleship Vermont was decommissioned June 30, 1920.

The submarine Vermont was christened in a traditional ceremony at General Dynamics' Electric Boat shipyard in Groton, Connecticut, on Oct. 20, 2018.

"She was built by the best, for the best, and is the best of the best," said Gloria Valdez, the ship sponsor and a former deputy assistant secretary of the Navy overseeing shipbuilding and modernization. "She is the most technologically advanced submarine in the world."

USS Vermont is 377 feet long, has a 34-foot beam and will be able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots submerged. She has a crew of more than 130 Navy personnel.

"We get to finally say, 'The ship's in commission, thank you so much to everyone who supported us,'" said Cmdr. Charles Phillips, the commanding officer of USS Vermont. "This represents the people of Vermont. We want to make them proud and let them justify their confidence in us as we defend our country."

Fast-attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities – sea control, power projection, forward presence, maritime security and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare. Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

Block IV Virginia-class submarines incorporate design changes focused on reduced total ownership cost. By making these smaller-scale design changes to increase the component-level lifecycle of the submarine, the Navy will increase the periods between depot maintenance availabilities and increase the

number of deployments.

Blocks I-III Virginia-class submarines are planned to undergo four depot maintenance availabilities and conduct 14 deployments. Block IV design changes are intended to reduce planned availabilities by one to three and increase deployments to 15.

Also speaking at the ceremony Saturday were members of the Vermont and Connecticut congressional delegations: U.S. Rep. Peter Welch of Vermont, U.S. Rep. Joe Courtney of Connecticut and U.S. Sen. Richard Blumenthal of Connecticut.

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## **Ingalls Successfully Completes Builder's Trials for DDG Frank E. Petersen Jr.**



HII's Ingalls Shipbuilding division successfully completes builder's trials for guided missile destroyer *Frank E. Petersen Jr.* (DDG 121). *Photo by HII*

PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division successfully completed builder's trials for guided missile destroyer *Frank E. Petersen Jr.* (DDG 121), the company announced in an Aug. 27, 2021, release. The *Arleigh Burke*-class destroyer spent three days in the Gulf of Mexico testing the ship's combat system, which included firing a missile.

“Ingalls, Navy AEGIS Test Team, the Navy ship's force, the program office, numerous combat systems participating acquisition managers, and supervisor of Shipbuilding,

Conversion and Repair worked together to ensure a successful builder's trial," said John Fillmore, Ingalls' DDG 51 program manager. "A successful builder's trial sets us up for a final trial prior to delivery. We are proud of the work our shipbuilders have accomplished so far and look forward to finishing strong."

DDG 121 is named for Frank E. Petersen Jr., who was the U.S. Marine Corps' first African American aviator and general officer. After entering the Naval Aviation Cadet Program in 1950, Petersen would go on to fly more than 350 combat missions during the Korean and Vietnam wars.

Ingalls has delivered 32 destroyers to the Navy and currently has four more under construction including *Lenah Sutcliffe Higbee* (DDG 123), *Jack H. Lucas* (DDG 125), *Ted Stevens* (DDG 128) and *Jeremiah Denton* (DDG 129). *Arleigh Burke*-class destroyers are highly capable, multi-mission ships and can conduct a variety of operations, from peacetime presence and crisis management, to sea control and power projection – all in support of the United States military strategy. The guided missile destroyers are capable of simultaneously fighting air, surface and subsurface battles. The ship contains a myriad of offensive and defensive weapons designed to support maritime defense well into the 21st century.