

could then program their TVs not to receive programs with certain ratings.

During consideration of a telecommunications reform bill in August 1995, I voted for an amendment to require that all 13-inch and larger TVs sold in the United States include a V-chip. The measure, which was approved by the House, would give broadcasters one year to establish voluntary rules for rating video programming and to begin transmitting such ratings. If the industry failed to act, the Federal Communications Commission (FCC) would develop its own guidelines. A House-Senate conference committee has agreed to the V-chip provisions.

Critics of the V-chip charge that it would impose unconstitutional restrictions on TV programming. However, the V-chip proposal does not bar broadcasters from showing violent programs—it simply allows consumers to regulate the reception of such programs in their homes. Just as the system of voluntary movie ratings has survived legal scrutiny, I believe that the V-chip will as well.

In addition, the Chairman of the FCC has proposed greater requirements on broadcasters to air educational programs for children. Some schools have also begun media literacy programs to encourage students to view TV more critically.

OUTLOOK

Many parents feel bombarded by ideas and images hostile to the values they want to instill in their children. Television is not the only source of trouble—music, video games, movies, and the Internet can also be conduits for violence or vulgarity. But TV remains by far the most influential type of media, and how we deal with it will be instructive in dealing with other types.

Many questions remain: How can the V-chip technology be made more affordable? What distinctions should we make between different violent images—for example, Wile E. Coyote attacking the Road Runner vs. a documentary on the Holocaust? How should violence depicted on television news be treated? Not all instances of violent programming are necessarily inappropriate, but we must figure out how to protect children from violence that is clearly excessive. I think it might help to require each broadcaster to say when it applies to the FCC for renewal of its license what it intends to do for the children that it serves and how it intends to discourage violence.

It is clear that there are no easy solutions to this problem, but we cannot abandon our children to the wasteland of television violence. I believe the V-chip can come to be an important tool for parents to use in combatting the effects of TV violence. But I do not believe that technology will ever serve as a substitute for the role parents play in screening the programs their children watch and discussing with them what they see. Right now, violence sells. It is up to the public to remove this perverse economic incentive by voting with our feet—or more accurately, with our remote controls. Without any doubt public pressure will be more important than a federal statute to make the purveyors of media violence display good judgment and exercise self-restraint.

TRIBUTE TO WILLIE JULIUS MORRISON

HON. CARRIE P. MEEK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mrs. MEEK of Florida. Mr. Speaker, I rise today to announce the retirement of Willie Ju-

lius Morrison, assistant director Metro-Dade Police Department. After serving 4 years in the Air Force, on January 17, 1966 Willie Morrison became a patrol officer with the public safety department.

This was the beginning of a quick and steady rise to leadership. In 1970 Officer Morrison became Sergeant Morrison. Three years later, he was promoted to lieutenant. By 1979 he was the police major for the north region. In February 1980, he was designated as chief of the newly formed special services division.

During this rapid rise within the leadership ranks, Willie Morrison achieved several firsts. He was the first black lieutenant in the Metro-Dade Police Department, the first black police major; the first black police chief; and the first and only black assistant director within the department.

Willie Morrison has served in a variety of professional positions and he faithfully serves as husband and father to Rose and Julius respectively.

It is important for you to know that this distinguished leader has served the Metropolitan Dade County community well. We thank him for 30 years of public service.

TRIBUTE TO BENJAMIN LONGMAN

HON. MARTIN OLAV SABO

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. SABO. Mr. Speaker, our Nation recently celebrated the 50th anniversary of our hard-fought victory in World War II. During this conflict, many people at home and abroad made sacrifices for their country. One of these was my constituent, Mr. Benjamin Longman.

Mr. Longman served in World War II as a flight trainee and later as a flight instructor. Due to an administrative error, however, military records did not accurately reflect his service until they were corrected in May of 1982. At that time, the U.S. Air Force confirmed that Mr. Longman did in fact serve on active military duty in 1943.

Mr. Longman, now 82 years old, was honorably discharged from military service in 1945. As his representative in Congress, I wish to publicly thank him for his military service to the United States of America. All of our fellow citizens should be grateful for his patriotism. Mr. Speaker, I commend Benjamin Longman's example of service to all Members of Congress and to all Americans.

ODELL JOHNSON, JR., AND HIS COMMITMENT TO HIGHER EDUCATION

HON. RONALD V. DELLUMS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. DELLUMS. Mr. Speaker, I rise today to share with my colleagues the fact that Mr. Odell Johnson, Jr., has dedicated over 25 years of committed service to the education of Oakland and the bay area.

Odell served as Laney College president for 15 years, longer than any other president in the history of the Peralta Community College

District. He received his education from Fresno City College, St. Mary's College, and the California State University at Hayward. He then became the dean of students of St. Mary's College and dean of instruction at the College of Alameda.

He continued to make important contributions to increase standards for higher education as president of Laney College, where he oversaw the educational opportunities afforded to the most ethnically diverse of the California community colleges.

Odell's many contributions as a respected leader extend beyond the boundaries of the bay area. They include State and national recognition for his outstanding service to higher education. In addition to his services as an educator, he has been active on boards in community-based organizations such as the West Oakland Health Center, the Black Adoption Placement and Research Center, the Oakland Ensemble Theater, and the Bay Area Dance Series.

Odell also maintains a strong commitment to assisting young people in identifying and achieving their personal, educational, and career goals. Through his leadership, he has assisted many students in developing and understanding a respect and an appreciation for people from diverse backgrounds and cultures.

THE TOWING VESSEL SAFETY ACT OF 1996

HON. PATRICK J. KENNEDY

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. KENNEDY of Rhode Island. Mr. Speaker, I rise today to announce the introduction of the Towing Vessel Safety Act of 1996. This bill was brought to the top of my legislative agenda due to the recent oil spill that occurred off the coast of Rhode Island.

Almost 1 million gallons of home heating oil spilled into our waters when the *Scandia* tugboat caught fire and caused the North Cape barge to run aground. Sadly, this incident has had serious environmental and economic repercussions in my State. Most notable is the damage to our coastal ecosystems. Thousands of lobsters and other wildlife were heavily impacted by this tragedy. In all, it will take months to remediate the damage and restore our environment and industries like commercial fishing and tourism to their full health.

The Towing Vessel Safety Act will establish guidelines that every tugboat have navigational, fire prevention, and various other safety provisions necessary to avoid incidents like the one in Rhode Island. Moreover, the bill will ensure that the master and crew of tugboats are properly trained and licensed in the operation of the vessel and its equipment. Lastly, the Towing Vessel Safety Act will require the Coast Guard to make routine inspections to guarantee that all guidelines are followed.

Mr. Speaker, I am deeply saddened by what has happened in Rhode Island. I am hopeful, however, that the Towing Vessel Safety Act will be an important first step in avoiding similar tragedies.

I am looking forward to working with the Coast Guard, the House Transportation Committee, and all my colleagues in Congress to

ensure that this important legislation becomes law.

Mr. Speaker, I insert the text of the Towing Vessel Safety Act for the RECORD.

H.R. —

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Towing Vessel Safety Act of 1996".

SEC. 2. MINIMUM NAVIGATIONAL SAFETY EQUIPMENT FOR TOWING VESSELS.

(a) IN GENERAL.—Section 4102 of title 46, United States Code, is amended by adding at the end the following:

"(f)(1) In prescribing regulations for towing vessels, the Secretary shall—

"(A) consider the characteristics, methods of operation, and nature of the service of towing vessels;

"(B) consult with the Towing Safety Advisory Committee; and

"(C) require, to the extent appropriate, the installation, maintenance, and use of and familiarity with the following equipment on each towing vessel, other than a towing vessel that is used only for towing disabled vessels:

"(i) A radar system.

"(ii) An electronic position-fixing device.

"(iii) A sonic depth finder.

"(iv) A compass or swing meter.

"(v) Adequate towing wire and associated equipment.

"(vi) Up-to-date navigational charts and publications for the areas normally transited by the vessel.

"(vii) Other safety equipment the Secretary determines to be necessary.

"(2) The Secretary shall establish in regulations under this chapter requirements that—

"(A) any equipment required on a towing vessel under paragraph (1) shall be maintained in effective operating condition; and

"(B) if such equipment on a vessel ceases to operate, the master of the vessel shall exercise due diligence to restore the equipment to effective operating condition, or cause it to be restored to that condition, at the earliest practicable date."

(b) REGULATIONS.—The Secretary of Transportation shall issue regulations by not later than 12 months after the date of the enactment of this Act, prescribing navigational publication and equipment requirements under subsection (f) of section 4102 of title 46, United States Code, as added by subsection (a) of this section.

SEC. 3. REPORTING MARINE CASUALTIES.

(a) EXPEDITED REPORTING REQUIRED.—Section 6101(b) of title 46 United States Code, is amended by striking "within 5 days" and inserting "by as soon as practicable, but in no case later than within 5 days."

(b) PENALTY FOR FAILURE TO REPORT A CASUALTY.—Section 6103(a) of title 46, United States Code is amended by striking "\$1,000" and inserting "not more than \$25,000".

SEC. 4. REPORT ON FEASIBILITY OF ESTABLISHING A DIFFERENTIAL GLOBAL POSITIONING SATELLITE NAVIGATION SYSTEM AND ELECTRONIC CHARTS FOR INLAND WATERWAYS.

Not later than 6 months after the date of the enactment of this Act, the Secretary of Transportation shall submit a report to the Congress on the feasibility of establishing a differential global positioning satellite navigation system and creating electronic charts for the inland waterways of the United States.

SEC. 5. PROTECTION OF SEAMEN AGAINST DISCRIMINATION.

Section 2114 of title 46, United States Code, is amended—

(1) by amending subsection (a) to read as follows:

"(a) An owner, charterer, managing operator, agent, master, or individual in charge of a vessel may not discharge, temporarily remove, or in any manner discriminate against a seaman because the seaman—

"(1) in good faith has reported or is about to report to the Coast Guard that the seaman believes that a violation of this subtitle, or a regulation issued under this subtitle, has occurred; or

"(2) refuses to violate this subtitle or a regulation issued under this subtitle."; and

(2) in subsection (b)—

(A) in paragraph (1) by striking "and" after the semicolon;

(B) in paragraph (2) by striking the period and inserting "; and"; and

(C) by adding at the end the following:

"(3) an award of cost and reasonable attorney's fees to the prevailing plaintiff."

SEC. 6. MANNING AND LICENSING REQUIREMENTS FOR TOWING VESSELS.

(a) MANNING REQUIREMENTS.—Section 8904 of title 46, United States Code, is amended by adding at the end the following:

"(c) A towing vessel, other than a vessel referred to in subsection (b), shall—

"(1) while being operated, have on board an individual licensed by the Secretary as a master of that type of towing vessel; and

"(2) be operated by an individual licensed by the Secretary to operate that type of towing vessel."

(b) REGULATIONS ESTABLISHING LICENSES FOR MASTERS AND OPERATORS.—Section 7101 of title 46, United States Code, is amended by adding at the end the following:

"(j)(1) The Secretary shall prescribe regulations which establish licenses for masters and mates of towing vessels.

"(2) Regulations under this subsection shall provide that an individual may be issued a license as a master or mate of a towing vessel only if the individual—

"(A) demonstrates proficiency in the use of the equipment required pursuant to section 4102(f)(1)(C) of this title; and

"(B) demonstrates proficiency in operating a towing vessel.

"(3) Regulations under this subsection may establish standards and procedures under which the Secretary may delegate, to individuals who have experience in the operation of towing vessels and to other qualified persons, the authority to conduct examinations required for the issuance of a license as a master or mate of a towing vessel."

(c) EXISTING UNINSPECTED TOWING VESSEL OPERATOR LICENSE HOLDERS.—An uninspected towing vessel operator license that is valid on the date of enactment of this Act shall be valid as a master or mate license required under section 8904 of title 46, United States Code, as amended by this section, until otherwise required to be renewed. The Secretary shall require that an individual applying for a first renewal of such a license as a master or mate license under that section demonstrate proficiency under the requirements of section 7101(j) of title 46, United States Code, as added by this section.

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect 2 years after the date of the enactment of this Act.

(e) DEADLINE FOR REGULATIONS.—The Secretary of the department in which the Coast Guard is operating shall issue regulations under the amendments made by this section by not later than 1 year after the date of the enactment of this Act.

SEC. 7. INSPECTION OF TOWING VESSELS.

(a) IN GENERAL.—Section 3301 of title 46, United States Code, is amended by adding at the end the following:

"(14) towing vessels."

(b) EXCEPTION.—Section 3302 of title 46, United States Code, is amended by adding at the end the following:

"(n) A towing vessel is not subject to inspection under section 3301(14) of this title if the vessel—

"(1) is used only for towing disabled vessels; or

"(2) is not used to pull, push, or haul alongside a barge that is subject to inspection under section 3301 of this title."

(c) EQUIPMENT REQUIREMENTS.—Section 3306 of title 46, United States Code, is amended by adding at the end the following:

"(j) In prescribing regulations for towing vessels, the Secretary shall—

"(1) consider the characteristics, methods of operation, and nature of the service of towing vessels;

"(2) consult with the Towing Safety Advisory Committee; and

"(3) require, to the extent appropriate, the installation, maintenance, and use of the following equipment on each towing vessel, other than a towing vessel that is used only for towing disabled vessels:

"(A) A radar system.

"(B) An electronic position-fixing device.

"(C) Adequate communications equipment.

"(D) A sonic depth finder.

"(E) A compass or swing meter.

"(F) Adequate towing equipment.

"(G) Up-to-date navigational charts and publications for the areas normally transited by the vessel.

"(I) Adequate fire fighting equipment.

"(I) Other equipment the Secretary determines will minimize the risk of injury to the crew or the risk of a vessel or barge casualty."

(d) REGULATIONS.—The Secretary of Transportation shall prescribe regulations implementing this section within 1 year after the date of enactment of this Act.

SEC. 8. CIVIL PENALTIES.

(a) PROHIBITED OPERATION OF UNINSPECTED TOWING VESSEL, GENERALLY.—Section 4106 of title 46, United States Code, is amended by striking "\$5,000" and inserting "\$25,000".

(b) OPERATION OF UNINSPECTED TOWING VESSEL IN VIOLATION OF MANNING REQUIREMENTS.—Section 8906 of title 46, United States Code, is amended by striking "\$1,000" and inserting "not more than \$25,000".

HONORING DR. RON GALLOWAY

HON. CHARLIE NORWOOD

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. NORWOOD. Mr. Speaker, I am pleased to bring to your attention the distinguished career of Dr. Ronald Frost Galloway. Dr. Galloway is retiring today from University Hospital in Augusta, GA. He has practiced at University Hospital since 1963, where he established the first cardiac surgical program at the hospital in 1974. He has served on the Richmond County Hospital Authority for 7 years helping shape what University Hospital is today.

Mr. Speaker, Dr. Galloway has enhanced the quality of life for the people of the Augusta community for many years. He is a man of uncompromising integrity, a truly remarkable physician, and a gentleman. I am pleased to honor him today before the House of Representatives.