

SENATE RESOLUTION 15—MAKING MAJORITY PARTY APPOINTMENTS TO SENATE COMMITTEES IN PARAGRAPH 3(a), (b), AND (c) OF RULE XXV

Mr. DASCHLE submitted the following resolution; which was considered and agreed to:

Resolved, That notwithstanding the provisions of S. Res. 400 of the 95th Congress, or the provisions of Rule XXV, the following shall constitute the minority party's membership on the committees named in paragraph 3(a), (b), and (c) of Rule XXV for the 106th Congress, or until their successors are appointed:

Committee on the Budget: Mr. Lautenberg, Mr. Hollings, Mr. Conrad, Mr. Sarbanes, Mrs. Boxer, Mrs. Murray, Mr. Wyden, Mr. Feinstein, Mr. Johnson, and Mr. Durbin.

Committee on Rules and Administration: Mr. Dodd, Mr. Byrd, Mr. Inouye, Mr. Moynihan, Mrs. Feinstein, Mr. Torricelli, and Mr. Schumer.

Committee on Small Business: Mr. Kerry of Massachusetts, Mr. Levin, Mr. Harkin, Mr. Lieberman, Mr. Wellstone, Mr. Cleland, Ms. Landrieu, and Mr. Edwards.

Committee on Veterans' Affairs: Mr. Rockefeller, Mr. Graham of Florida, Mr. Akaka, Mr. Wellstone, and Mrs. Murray.

Select Committee on Indian Affairs: Mr. Inouye, Mr. Conrad, Mr. Reid of Nevada, Mr. Akaka, Mr. Wellstone, and Mr. Dorgan.

Special Committee on Aging: Mr. Breaux, Mr. Reid of Nevada, Mr. Kohl, Mr. Feingold, Mr. Wyden, Mr. Reed of Rhode Island, Mr. Bayh, and Mrs. Lincoln.

Committee on Intelligence: Mr. Kerrey of Nebraska, Mr. Bryan, Mr. Graham of Florida, Mr. Kerry of Massachusetts, Mr. Baucus, Mr. Robb, Mr. Lautenberg, and Mr. Levin.

Joint Economic Committee: Mr. Robb, Mr. Kennedy, Mr. Sarbanes, and Mr. Bingaman.

Select Committee on Ethics: Mr. Reid of Nevada (Vice Chair), Mr. Conrad, and Mr. Durbin.

CORRECTION TO THE RECORD

In the RECORD of January 6, 1999, on page S31, the sponsorship and disposition of the resolution (S. Res. 4) appears incorrectly. The permanent RECORD will be corrected to reflect the following:

SENATE RESOLUTION 4—RELATIVE TO RULE XVI

Mr. LOTT (for Mr. McCain) submitted the following resolution; which was referred to the Committee on Rules and Administration:

S. RES. 4

SECTION 1. Notwithstanding any precedent to the contrary, the prohibition against legislative proposals contained in Rule 16 shall be enforced by the Chair.

ADDITIONAL STATEMENTS

U.S.S. "PHAON"

• Mrs. BOXER. Mr. President, I rise today to commend those brave Americans who served aboard the U.S.S. *Phaon*.

During World War II, the *Phaon* compiled an outstanding record as a battle damage repair ship. She was part of

three major battles and helped the U.S. fleet to remain in action throughout the Central Pacific campaign.

The *Phaon* was an important part of mobile Service Squadron Ten, whose battle role was to remain within the battle area and conduct repairs—keeping fighting vessels in action, preventing the loss of damaged vessels by making them seaworthy, and returning repaired vessels to action as soon as possible. To accomplish this, the Navy converted tank transports into battle damage repair ships.

The *Phaon* was one of the original mobile service squadron vessels that arrived in the Central Pacific in late 1943 to test new concepts in naval logistics and mobile repair. Their work began under fire at Majuro with restoration of all types of craft from the invasion of Tarawa and repairs to the battleships *Washington* and *Indiana*.

By early 1944, the *Phaon's* crew was skilled, experienced, and ready to participate in the campaigns to advance across the Pacific. In March she was with the fleet at Kwajalein and Eniwetok. In June she joined the invasion of Saipan. In July she was at Tinian. She was subject to more than 60 air raids while working.

Time and again, the *Phaon* heroically entered the fray to repair a damaged ship. At Saipan, the destroyer *Phelps* was hit while engaged in ground support shore bombardment. She called the *Phaon*, and the two ships tied bow to stern. While the *Phelps* continued to bomb the shore, the *Phaon* repaired her damage and replenished her ammunition. At the same time, the *Phaon* dispatched several off-ship repair crews to other vessels and had alongside for repairs a tank landing craft, a minesweeper, and the destroyer U.S.S. *Shaw*. One month later, at Tinian, the *Phaon* performed similar feats to repair the destroyer *Norman Scott* and the battleship *Colorado*.

By the war's end, the *Phaon* had repaired at least 96 ships and more than 2000 vessels and crafts of all types. She played a major role in the success of Service Squadron 10, of which Rear Admiral W.R. Carter said:

Had it failed, the war would have lasted much longer at much greater cost in blood and dollars. . . . It was a never-ending job, and the men and officers . . . were as much a part of the fleet which defeated Japan as were . . . any battleship, carrier, cruiser, or destroyer.

Admiral Raymond A. Spruance, Commander of the Central Pacific Force, called the record of the *Phaon* and Service Squadron 10 "achievements of which all Americans can be justly proud, but about which most of them have little or no knowledge."

Mr. President, I hope that these remarks increase our knowledge and respect for the critical role that damage repair ships played in the Pacific campaigns. I know you will join me and every American in saluting the brave crew of the U.S.S. *Phaon*.

COMMENDING WILLIAM F. HEIN

• Mrs. BOXER. Mr. President, today I would like to acknowledge the hard work and dedicated public service of Mr. William F. Hein, deputy executive director of the San Francisco Bay Area Metropolitan Transportation Commission (MTC). Mr. Hein retired in December, 1998.

Mr. Hein served as a deputy executive director of the MTC for 20 years, capping a distinguished four-decade career in the transportation field. The MTC is the transportation planning and finance agency for the nine-county San Francisco Bay Area, and Mr. Hein helped build the MTC into a regional transportation planning and finance agency that is a model for our nation. His expertise and leadership over the last two decades has brought about a transformation of the Bay Area's transportation system, resulting in an integrated, multimodal network of highways, local streets and roads, rail, car pool lanes, ferry services, bicycle and pedestrian access, and bus routes.

During his tenure with the MTC, William Hein has earned the respect and gratitude of numerous local elected officials, representing the diversity of the Bay Area, who have been fortunate enough to serve on the MTC.

Mr. Hein enjoyed a rich and distinguished career in public service prior to joining the MTC, including his work as director of planning for the Bay Area Rapid Transit District (BART), bureau chief for the New Jersey Department of Transportation, analyst for the California Legislative Analyst's Office, and engineer for the California Bridge Department and the City of Santa Clara. Mr. Hein has also served his country as a Peace Corps volunteer in Bangladesh.

Mr. President, and my distinguished colleagues in this United States Senate, the Bay Area transportation community will miss Mr. Hein and his valuable contributions to the quality of life in the Bay Area. I hope you will join me to wish a warm and fond farewell and to thank him for a job well done.

ORDERS FOR FRIDAY, JANUARY 8, 1999

Mr. SESSIONS. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand in adjournment until the hour of 12:30 p.m. on Friday, January 8. I further ask unanimous consent that on Friday, immediately following the prayer, the Journal of proceedings be approved to date, the time for the two leaders be reserved and that there then be a period for morning business for statements only until 1 p.m., with the time equally divided between the majority and the minority leaders or their designees.

The PRESIDING OFFICER. Without objection, it is so ordered.