

given to the CIO, in consultation with the Secretary of Commerce, to decide and officially issue the standards. And the Act requires the Inspector General or an independent evaluator to conduct an independent evaluation of the information security program and practices of each agency on an annual basis, which will subsequently be reported to the U.S. CIO.

At the time when the growth and success of our competitive national economy is clearly demonstrating a correlation to the Information Revolution, the Federal Information Policy Act will secure the ability of our Federal Government to fully utilize information technology in order to better serve American citizens. And in a time when any entity-including government—that is connected to a computer needs to make information security a priority, we are finding that the Federal Government is dangerously behind the curve. We are losing time. FIPA will spur the actions needed to achieve readiness against future cyber security threats in a uniform and coordinated process. It is my hope that Congress will act on this measure as soon as possible so that the Federal Government will move forward and become a leader in the management and protection of governmental information systems.

#### VOLUNTEERS RESTORE ROSIE THE RIVETER'S VICTORY SHIP

#### HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 27, 2000

Mr. GEORGE MILLER of California. Mr. Speaker, earlier this month, the House of Representatives unanimously passed my legislation to create a Rosie the Riveter National Historic Park in Richmond, CA. H.R. 4063, which has been the subject of a hearing also in the Senate Energy Committee, would honor all those who served, in uniform and in coveralls, wearing helmets or bandanas, hoisting a machine gun or a welder's torch.

Rosie the Riveter is, in the words of the National Park Service, "the most remembered icon of the civilian war force that helped win World War II and has a powerful resonance in the women's movement." Rosie has been commemorated on posters, in the famous Norman Rockwell painting, and on a U.S. postage stamp. She remains one of the most enduring images of the Second World War.

Another icon does remain that is worth remembering and preserving is one of the 747 ships that the Rosies—and the Wendys and Welder—constructed at the Richmond Kaiser shipyards: the Red Oak Victory, one of the last surviving Victory ships that served in World War II. Eventually, the Red Oak Victory will play a crucial and permanent role in the National Historic Park. Today, she is being carefully restored by a small navy of volunteers that is stripping paint, cleaning rust, and reconstructing this legacy of the greatest war in history.

I want to pay tribute to the men and women who are volunteering their time to spruce up the Red Oak Victory so that future generations of residents, visitors and students can learn first hand about the home front efforts to win the war and the tremendous economic, demo-

graphic and social changes generated by the war effort.

The San Francisco Chronicle has published an account of the restoration effort, and I would like to share that report with my colleagues.

[From the San Francisco Chronicle, July 27, 2000]

ROSIE REVISITED—VOLUNTEER CREW IS RESTORING A WORLD WAR II VICTORY SHIP, REMNANT OF RICHMOND'S SHIPYARDS

(By Chip Johnson)

Every Tuesday for the past year, Owen Olson has left his Daly City home and stepped back in time aboard the Red Oak Victory, a World War II relic being brought back to life on the Richmond waterfront.

At 79 years old, the retired U.S. Navy lieutenant dons a pair of coveralls and safety glasses, and climbs down into the bowels of the ship's engine room to strip off layer upon layer of lead-based paint. His face streaked with oil, he is a Norman Rockwell image of an engine-room grease monkey.

Olson is one of the 30 volunteers, many of them retirees, who show up to paint, weld and repair the aging vessel. It is the only ship still afloat from Richmond's giant Kaiser Shipyards—a remnant of the glory days when 747 ships were built there during the war.

One day, they hope, the vessel will be docked at the Rosie the Riveter/World War II Home Front National Park in Richmond. The Rosie memorial, a 400-foot-long wall shaped like a section of a Victory ship, will tell the story of the working women—and men—of World War II. It is scheduled to be unveiled at a dedication ceremony in mid-October.

Meanwhile, about 7,000 feet of space at the old Ford plant, which built 60,000 tanks during the war, will be converted into a visitor center near where the Red Oak Victory would be docked in the future.

The visitor center will provide information about the shipyards, the tank factory and other World War II-era sites in Richmond as well as war-factory sites in Massachusetts, Washington, Michigan, Ohio, New York, Louisiana and Connecticut.

When the park is approved by Congress, it will become eligible for funding from the National Park Service. The visitor center is scheduled to be completed in two years.

Meanwhile, there is a lot of work to be done on the Red Oak Victory, whose restoration must be funded by grants and donations in addition to the sweat of volunteers who hope to have the job finished in two years.

On his weekly trip to Richmond, Olson is joined by a collection of aging wise guys and characters who look like they were typecast for a remake of "McHale's Navy," a 1960s TV sitcom.

The crew is clearly more comfortable aboard the ship—a rusting giant cargo vessel pulled from the mothball fleet at Suisun Bay two years ago—than they are on land. Some of the officers' quarters have been restored by a volunteer group from Clearlake in Lake County, but the rusting exterior decks and walls of the ship need the most attention.

Mike Huntsinger, a career merchant sailor, serves as the chief mate. His job is to coordinate the tasks on the ship and perform a mechanical assessment of the ship's condition. A detailed 60-page restoration report has just been submitted to a firm that will estimate the cost of repairing the 441-foot vessel.

"The objective is to restore it to an operating vessel and make it look like it did the day it was launched," he said.

Right now, the boat is docked in Brickyard Cove Marina at an old city-owned dock, Terminal 9. She is a rusting gray lady, but there are signs of life aboard her. A gigantic winch used to load one of the ship's four huge cargo holds has been restored and is now operational.

The 5mm and 20mm guns aboard the vessel, which was used to ferry supplies to soldiers fighting the Japanese, lie on the deck until the day they are mounted on the gun tubs on the bow and stern of the ship.

But making the Red Oak Victory whole again will take far more than the elbow grease and old sea stories that Olson and J.P. Irvin, his mate in the engine room, or chief engineer Bill Jackson can muster.

The cost is staggering—about \$3 million to \$4 million worth of mechanical repairs would require the giant vessel to be dry-docked. An equally long list of cosmetic work, including a stem-to-stern paint job, would also require a substantial investment, he said.

Sea valves in the ship's hull that once allowed ocean water inside to cool the engines have been welded shut. The propeller needs to be balanced, auxiliary generators could use an overhaul, and ultrasound tests must be performed on the hull, just to name a few things, Huntsinger said.

"We'll pare down from there and see what the real world gives us," he said.

Lois Boyle, president of the Richmond Museum of History, which owns the boat, will try to raise money through federal transportation grants, corporate sponsors—including Kaiser Permanente, whose parent company built the vessel—and hundreds of others.

The museum has also applied to have the ship placed on the National Register of Historic Places, which would qualify it for funding.

Despite its state of disrepair, the Red Oak Victory—named after the tiny town in Iowa that suffered the heaviest losses per capita in World War II—was a working merchant ship in the Vietnam War before being decommissioned in 1969.

Jackson, a veteran seaman who sailed for 53 years, knows the feeling. The 82-year-old Oakland native was living in Costa Rica with a new wife and new son when he got a call in 1990 from an old sea buddy to help run a steam-powered supply ship in Operation Desert Storm.

A few years later, Jackson returned to Oakland, where he lives with family members and spends his days aboard the Red Oak Victory.

"I love this ship and the sea and the friendships with the men that have sailed them over the years," he said.

He must love ships because during World War II, he had two of them torpedoed from underneath him. He survived, but suffered injuries aboard the Courageous, which was sunk off the coast of Trinidad.

The Red Oak Victory has become a rallying point for old sailors and history buffs alike, a place where they can work and reminisce and shave 30 years away.

Huntsinger remembers the feeling he had the first time he saw the ship.

"I saw the mast from the highway, came aboard and the memories came flooding back," he said.

As much as he and the rest enjoy the work, they will never turn away volunteers.

"I have a love for these old ships," said Rolly Hauck, 77 a retired salesman from Novato who served in the merchant fleet.

He and his compatriots have but one collective wish when it comes to the Red Oak Victory.

"I want to see this ship live again," Hauck said.

DEVELOPMENTAL DISABILITIES  
ASSISTANCE AND BILL OF  
RIGHTS ACT OF 2000

SPEECH OF

**HON. JAMES H. MALONEY**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 25, 2000*

Mr. MALONEY of Connecticut. Mr. Speaker, this week marks the 10th anniversary of the Americans for Disability Act, which has helped all our fellow Americans to realize their full potential. In this regard, I was pleased to attend a ceremony last month here in the U.S. Capitol Building at which Pitney Bowes, a worldwide leader in messaging technology based in Connecticut, received the Blind American Veterans Foundation's Corporate Award for their development of the Universal Access Copier.

This revolutionary copier incorporates many leading technologies, including the first-ever use of advanced speech recognition in a copier. This speech recognition software can "learn" any user's voice pattern, including those with speech disabilities, and respond to any language. This enables users to operate every feature of the copier merely by stating simple commands. In addition to voice activation, a touch screen and Braille keyboard allows operators to choose how they prefer to operate the system. The copier also adjusts to different heights allowing people with mobility limitations, including those in wheelchairs, to operate it. The Universal Access Copier assists those with disabilities in enjoying employment opportunities that may not have been previously available to them.

At the ceremony, John Fales, Jr., President of the Blind American Veterans Foundation (BAVF), presented the award to Michael Critelli, CEO and Chairman of Pitney Bowes. This was the 15th annual George "Buck" Gillispie Congressional awards ceremony held as part of the 2000 Flag Week events. For those who may not know, BAVF was launched in 1985 by three American Veterans who lost their sight during service in Korea and Vietnam—John Fales (USMC), Don Garner (USN) and Dennis Wyant (USN). All these individuals had achieved successful careers despite their blindness but they realized that many sensory disabled veterans had not had the same opportunities afforded them. Accordingly, they determined to form the foundation and pursue its goals of research, rehabilitation and re-employment.

I am proud to say the Universal Access Copier was developed at the Pitney Bowes Technology Center, which serves as the company's "innovation incubator", and symbolizes Pitney Bowes' ongoing commitment to excellence in research and technological development. The Technology Center sits on a nine-acre site in my congressional district in Shelton, Connecticut and provides a consolidated engineering campus for several hundred engineers, scientists, and programmers. The company was previously honored for development of the copier when it was presented the Computerworld Smithsonian Award which recognizes vision, leadership and innovation through outstanding use of information technology. Pitney Bowes' Universal Access Copier was singled out for the help it offers 34 million Americans with disabilities of working age

in living and working more independently. The copier has also been inducted into the permanent Smithsonian Institution's Research Collection alongside such famous technological innovations as Samuel Morse's original telegraph.

The copier is only one of many Pitney Bowes' technological innovations. For the last 14 years, the company has ranked in the top 200 companies receiving U.S. patents. Pitney Bowes has received over 3,000 patents worldwide, with an average of more than 100 issued every year.

Mr. Speaker, Pitney Bowes unwavering commitment to bring innovative technologies to all, including those with disabilities, truly stands out. I commend them on their work and look forward to their continued success.

TRIBUTE IN APPRECIATION OF  
DANIEL ZARAZUA

**HON. JAMES A. BARCIA**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 27, 2000*

Mr. BARCIA. Mr. Speaker, today I congratulate Chief Master Sergeant Daniel Zarazua on his retirement from the Air Force and in appreciation for the many years of dedicated service that he has given to his family, his community, and his country.

Born August 5, 1952, Daniel Zarazua has lead a heroic and inspirational life. He joined the United States Air Force in 1970, and after completing basic training and technical school, he graduated as a Medical Service Specialist at Sheppard Air Force Base in Texas. He has served all over the world, including assignments in Taiwan, the Philippines, Italy, and Korea, and rose from the rank of Airman to Chief Master Sergeant in less than 20 years. He has received the Meritorious Service Medal, the Air Force Commendation Medal, and the Air Force Achievement Medal, among other decorations during his distinguished career.

But Daniel Zarazua has always been more than just a soldier. He has always been a dedicated family man. Ask his mother Lila, a truly remarkable woman in her own right, and she will tell you that her son, Dan, called her nearly every single Monday throughout his military career. And with a wife and two children of his own, seven natural siblings, nine step-siblings, he has had opportunities to be a husband, a father, a big brother, a little brother, and an uncle.

Throughout American history, there are stories of great heroism, tremendous sacrifice, and epic courage. America is safe and free because generations of men and women willingly endured the hardships and sacrifices required to preserve our liberty. They answered the call and were there to fight for the nation, so that all of us could enjoy the freedoms we hold so dearly. America is truly the land of the free and home of the brave because of men like Daniel Zarazua who were willing to risk their life at the altar of freedom.

It was General George Patton who said "Wars may be fought with weapons, but they are won by soldiers. It is the spirit of the soldier who follows and of the soldier who leads that gains the victory." Mr. Speaker, Daniel Zarazua has always been a "soldier who

leads", and I ask all of my colleagues to join me in honoring him for his unending dedication to his family, his community, and his country. I could go on and on about Daniel's patriotism, but I wanted to recognize him for all that he has done, and wish him well in the days ahead, days that will be filled with all the good fruits of a well-deserved retirement. I know that he will spend even more time with his mother, his wife Sue, and his two children, Dan and Monica. Daniel Zarazua has lived a truly incredible life, and he serves as a role model and an inspiration to everyone who has had the pleasure to know him.

CONGRATULATING JAMES AND  
COKE HALLOWELL

**HON. GEORGE RADANOVICH**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 27, 2000*

Mr. RADANOVICH. Mr. Speaker, I rise today to congratulate James and Coke Hollowell for winning the Excellence in Business Hall of Fame Award for 2000.

James started working at his father's dealership in 1955, and assumed control of the company in 1968. It was a small company in a rural community. By 1999 Hollowell Chevrolet sold 2,000 vehicles and generated \$65 million in sales. James retired from the business in 1999, when he sold the dealership to his partner Bill Hendrick.

Over the years James and Coke have received numerous honors. James has received the Leon S. Peters Award, Fresno Junior Chamber of Commerce Award as Fresno's Outstanding Young Man in 1969, Time Magazine's Quality Dealer Award in 1971, and Fresno State's Alumnus of the Year award in 1974. Coke has been the State Center Community College District trustee for two terms.

James and Coke have contributed their time, efforts, and money to charitable and civic causes as well. Coke has been deeply committed to the San Joaquin River Parkway since 1985. James has been active with the Fresno Philharmonic Orchestra, is currently president-elect of the Fresno Business Council, and has a seat on the Community Medical Center's Board of Directors.

Mr. Speaker, it is my pleasure to congratulate James and Coke Hollowell for winning the Excellence in Business Hall of Fame Award for 2000. I urge my colleagues to join me in wishing them many more years of continued success.

MABANK CENTENNIAL  
CELEBRATION

**HON. RALPH M. HALL**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 27, 2000*

Mr. HALL of Texas. Mr. Speaker, it is my privilege to rise today in recognition of the Centennial Celebration of MaBank, Texas in the fourth Congressional District. Mabank was established in 1889 when two ranchers, Mason and Eubank, convinced railroad officials to build their line through their ranches. Thus, the community Mabank was formed and