

learned first-hand about the Holocaust and dedicated himself to the Jewish community, serving as national president of the American Jewish Committee from 1963 through 1968, Chairman of the National Conference on Soviet Jewry from 1983 through 1988, and chairman of the Conference of Presidents of Major Jewish Organizations from 1986 through 1989.

President Bush designated him as the United States Permanent Representative to the United Nations in Geneva, and he remained in this city after completing his ambassadorial term to head up Human Rights Watch which highlights the successes and shortcomings of the United Nations. In his capacity as chairman of this group he testified before the International Relations Committee in July of last year on promoting equal treatment of Israel in the United Nations.

Earlier this year on a committee trip on UN issues in Geneva, I was privileged to have dinner with him and his wife, the former Bruna Molina, where I sought his counsel on how we can ensure the all UN members, including Israel, have the right to sit on all UN bodies including the UN Security Council, I ask my colleagues to join me in remembering this Great American who battled injustice and discrimination wherever and whenever he found it.

TRIBUTE TO JIM "LABBY"  
LABAGNARA

HON. BILL PASCRELL, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. PASCRELL. Mr. Speaker, I would like to call your attention to a remarkable person from my district, Jim "Labby" LaBagnara of Paterson, New Jersey, who was feted on March 30, 2000 because of his many years of service and leadership. It is only fitting that we gather here in his honor, for he epitomizes a strong spirit of caring and generosity.

Jim "Labby" LaBagnara was born, raised and still lives in Paterson. He attended Eastside High School and earned five varsity letters in baseball and soccer as a student.

In addition to playing for Eastside, he played baseball for the Emblems, American Legion Post 77, Public Service Electric & Gas, Fair Lawn A.C., Little Falls A.C., Glen Rock A.C. amongst other baseball teams in Northern New Jersey.

"Labby" had a try out with the St. Louis Browns Major League Baseball Team. In addition, he was also offered baseball scholarships to Duke University, the University of North Carolina and Manhattan College. He pursued a career in baseball and was under contract with two Minor League teams.

His life took an interesting turn when he was offered a job at Wright Aeronautical under the condition that he played baseball and soccer for them. While working at Wright, he learned to be a Machinist and to fly. He furthered his education and received an Aircraft and Engine Mechanic's License. He later became the Chief Pilot of Lincoln Park's Aero Flying Service, where he stayed until the bombing of Pearl Harbor, signaling the beginning of World War II. He then joined the Naval Air Force, and served with honor.

After the war he pursued the fields of flying and sports. He is the Founder and President

of Precision Gears and Products, Aero Flying Service, Eastern Gear, Inc., which he sold to Baker-Hughes Company. After selling the company, he went on to work for Baker-Hughes for another 24 years. These years instilled in him the skills necessary for him to become a stellar role model in the community.

During this time he taught nearly 1,000 student pilots. He currently holds an Instructor's License as well as a Commercial Pilot's License for small and multiengine aircraft with instrument rating. He has flown land planes, seaplanes and helicopters.

"Labby" is married to Alma LaBagnara and together they have three children including, Elissa, Susan and Dr. James LaBagnara, Jr. He continually touches the lives of others. For example he has sponsored and coached baseball for 47 years. As a player his batting avg. was .340. As a coach, he is seen as both a father figure and mentor to his players.

His benevolence is unequalled in sports. He is always willing to give his time and financial support. He sponsored the Precision Gears Baseball Team, which played in the American Legion Baseball League. In 1961, he joined with the All Wags A.C., Inc. to manage the Pasquariello-Bradle Post 187 "All Wags" Team, which brought numerous State and regional championships to the Paterson based group for over 35 years.

Mr. Speaker, I ask that you join our colleagues, Labby's family, friends, All Wags A.C., Inc., the City of Paterson, the State of New Jersey and me in recognizing the outstanding and invaluable service to the community of Jim "Labby" LaBagnara.

LONGTIME SCOUT LEADERS  
HONORED

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. LIPINSKI. Mr. Speaker, on April 12th, 2000, the Chicagoland Forest District will be sponsoring the 10th Annual Good Scout Benefit at Palermo's Fine Italian Cuisine & Banquets in Oak Lawn, Illinois. Every year at this event, longtime contributors to scouting are honored with the Good Scout Award. Youth scouting is a vital effort in Southwest Chicagoland, providing tomorrow's leaders with important values through outdoor recreation and community service. This year's recipients are Bill Hawkinson and Bob Wilcox. It now gives me great honor to recognize these scout leaders from the 3rd Congressional District for their vital service to our community.

William "Bill" Hawkinson is a lifetime resident of South-side Chicago. Shortly after graduating from Purdue University, he moved to Oak Lawn in 1968. In 1975, Bill would become the Finance Chairman of District 06 for two years, helping to greatly expand the profile of local scouting. In his first year as Finance Chair, Bill was honored for his outstanding service with the Arrowhead award. Two years later, he would become District Chairman for a full year.

Today, Bill remains deeply committed to the community and local scouting. Besides running two successful automotive dealerships, he actively volunteers for medical, educational and religious organizations in Chicagoland.

Mr. Hawkinson still lives in Oak Lawn with his wife, Rickie, both proud parents of Jeff (26), April (21), and Erica (15).

Robert "Bob" Wilcox has been actively involved in local scouting for 62 years. Bob's lengthy resume includes service as Committee Chairman for St. Rita Troop 600, Commissioner Staff in the Iroquois and Forest District, and Vice-Chairman in the Iroquois District. For 12 years, Bob served as Scoutmaster for Troop 600, administering over 60 scouts. Over the years, Bob Wilcox received numerous scouting awards. In 1973, he received the distinguished St. George Award by Cardinal John Cody at Holy Name Cathedral.

Bob's family clearly reflects his commitment to scouting. His son Robert is an Eagle Scout and Assistant Scoutmaster for Troop 33 of La Grange, Illinois. Bob's daughter Jeanny is an Assistant Leader in Girl Scout Troop 170. All four of Bob's grandchildren are also involved in scouting.

Fortunately, Bob's many talents have not been limited to scouting. In addition to his previously described proficiencies, Mr. Wilcox is a highly-respected retired 44-year optician and co-owner of Mahoney-Wilcox Opticians on North Michigan Avenue in Chicago.

Again, it gives me great honor to recognize these scout leaders today. Mr. Speaker, I hope Bill Hawkinson and Bob Wilcox will continue to use their strength and leadership to set a positive example to the citizens of the 3rd Congressional District of Illinois.

A TRIBUTE TO LISA SPECHT

HON. HOWARD L. BERMAN

OF CALIFORNIA

HON. HENRY A. WAXMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. BERMAN. Mr. Speaker, my colleague, Mr. WAXMAN and I, rise today to pay tribute to Lisa Specht who will be honored by the American Jewish Committee as the recipient of the prestigious Learned Hand Award, named in memory of Judge Learned Hand and presented annually to a leader of the legal profession who has been "a voice of understanding and goodwill."

We have known Lisa for many years and have greatly enjoyed our friendship with this charming and accomplished woman.

She is an individual of many talents. In her distinguished career, she has been a television commentator and panelist, a community activist, a feminist and of course, a top-notch lawyer. The Los Angeles Business Journal lists her as one of Los Angeles County's most prominent attorneys and California Law Business has named her as one of California's top 100 Attorneys.

As a senior partner at the law firm of Manatt, Phelps & Phillips, Lisa specializes in representing the firm's clients before governmental entities. Her considerable political acumen makes her a powerful force on their behalf. In addition, she serves as a strategic policy and business advisor to many corporate presidents and CEOs.

A champion of women's rights, Lisa was a co-founder of the Women's Political Committee over twenty-five years ago and has

worked tirelessly to recruit and support progressive woman candidates who run for public office. She serves on the national board of the National Organization of Women Legal Defense and Education Fund, and she is a Board Member and former officer of Bet Tzedek Legal Services.

Her interest in improving her community has led her to give generously of her time, energy and skills to numerous boards and commissions including the Industry Policy Committee of the United States Department of Commerce and the Recreation and Parks Commission of the City of Los Angeles. She is also a Trustee of Pitzer College.

Supported by her husband, Ron Rogers, Lisa has been a great force for good in her chosen profession and in her community. We are extremely proud of her many accomplishments and ask our colleagues with great pleasure to join us and the American Jewish Committee in paying tribute to a remarkable person and a wonderful friend, Lisa Specht.

TRIBUTE TO CAPTAIN  
CHRISTOPHER H. RISING

**HON. CAROLYN MCCARTHY**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 5, 2000*

Mrs. MCCARTHY of New York. Mr. Speaker, I rise today to recognize the outstanding career of one of the New York City's finest, Christopher H. Rising, who today is being sworn in as Captain for the New York Police Department. For the past 15 years, Captain Rising has not only had a distinguished career with the New York Police Department, but has also been an outstanding leader on Long Island.

As a life long resident of Long Island, Captain Rising began his career before earning his degree from St. John's University. Never one to be satisfied with almost, Captain Rising finished his degree at night. After his graduation, he decided to pursue a law degree as well. Captain Rising spent four long years attending St. John's University Law School at night, while continuing to meet all of his responsibilities as a police officer during the day. To his credit and endurance, he not only earned the Juris doctorate, but he did so with honors.

A dedicated family man to his wife, Trish, and their daughter Kaitlin, Captain Rising balances his life with his two loves—his family and his career.

Which is why I would like to thank Captain Rising for his dedication to the people of New York. New Yorker's like him make all of us proud.

IN MEMORY OF THE LATE GEORGE  
WHITNEY

**HON. GARY G. MILLER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 5, 2000*

Mr. GARY MILLER of California. Mr. Speaker, today I note with great sadness the passing of Mr. George Whitney, one of the great community leaders of Upland, California.

Mr. Whitney unselfishly dedicated his life to improve the lives of others. He was a founding trustee of Pitzer College of the Claremont Colleges. He served Good Samaritan Hospital, the California Historical Society, the Southwest Museum, and the I.N. and Susanna H. Van Nuys Foundation. He also served as president of the Friends of the Huntington Library and the Zamorano Club.

An Upland pioneer, Mr. Whitney moved to the city as a toddler in 1916 and lived there until his passing in January. During that time, the San Gabriel Valley experiencing an unprecedented amount of growth. From 1951 until 1963, Mr. Whitney headed the Upland Planning Commission that was responsible for designing the city's master plan. Because of his commitment to integrating the city's rich heritage with ample open space, Upland has maintained its rural atmosphere nestled at the base of the San Gabriel Mountains.

Mr. Speaker, Mr. Whitney inspired his children, his peers and all who knew him. With his passing, our community has lost a mentor, a great leader and a friend. God bless him and his family.

INTRODUCTION OF LEGISLATION  
ON SHIP SCRAPPING

**HON. PETER A. DeFAZIO**

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 5, 2000*

Mr. DeFAZIO. Mr. Speaker, I rise today to introduce legislation to address the pressing problem of how to safely dispose of the U.S. fleet of obsolete vessels which are threatening to pollute our nation's waterways. Currently, the U.S. Maritime Administration maintains a fleet of vessels located in waterways around the country that are designated for disposal. However, due to limitations under current law and concerns about the conditions under which these ships could be scrapped, these ships remain rotting at anchor with no easy disposal option in sight.

My legislation would authorize funding for a ship scrapping pilot program at the U.S. Maritime Administration (MARAD). The legislation would allow MARAD to pay qualifying U.S. shipyards to scrap its obsolete vessels.

Under current law, MARAD is required to make money off of its ship scrapping program. However, because of the considerable expense of scrapping vessels in the U.S., MARAD has had difficulty in selling its obsolete vessels to U.S. shipyards. Until 1994, MARAD sold most of its vessels designated for scrapping to overseas shipyards. Many of these ships ended up in shipyards in India where workers toiled in horrific conditions. A series of articles in the Baltimore Sun in December 1997 highlighted the environmental and worker safety hazards facing the workers who toiled on former U.S. government-owned ships in India.

Following the 1997 articles and under pressure from the Environmental Protection Agency and the U.S. Congress, MARAD stopped sending its obsolete vessels overseas. MARAD has not sold ships for scrapping overseas since 1994. However, there are few options in the U.S. for scrapping the obsolete ships.

Shipyards scrapping vessels in the U.S. must abide by U.S. labor and environmental

laws, making it a costly process. However, under MARAD's statutory mandate to maximize financial returns on its obsolete vessels, it must try to sell the ships for scrapping. Meanwhile, MARAD's vessels are in extremely poor condition and pose environmental risks because they contain hazardous substances such as PCBs and asbestos. A recent Department of Transportation Inspector General (IG) report cited these risks to illustrate why MARAD's ship scrapping program needs to be revamped. The IG report recommended changing the law requiring that MARAD maximize financial returns on the sale of its obsolete vessels.

"Environmental dangers associated with MARAD's old, deteriorating ships are very real and increasing daily," the IG report stated. "Some vessels have deteriorated to a point where a hammer can penetrate their hulls."

It's time to let go of the fantasy that the U.S. government can make money off of its obsolete ships. We should allow MARAD to pay shipyards to do the scrapping in a responsible and safe manner here in the U.S. By allowing MARAD to pay for ship scrapping, MARAD can reduce its inventory of obsolete ships and remove the threat these vessels pose to our waterways. In addition, paying shipyards to do the scrapping work will create secure well paid jobs in a domestic industry in need of new business.

And finally, allowing MARAD to pay for ship scrapping, may save money for the U.S. in the long run. In fiscal year 1999, it cost MARAD \$5.2 million to maintain its fleet of obsolete vessels. This is only the tip of the iceberg. With no solution for disposing of its ships in sight, MARAD's inventory will continue to grow. The inventory of obsolete vessels has almost doubled over the last two years. It now totals 110 vessels, with 88 designated for scrapping. The U.S. Navy expects to transfer 18 additional vessels to MARAD by the end of fiscal year 2001 alone. As these vessels continue to deteriorate the cost to keep them afloat rises. For example, in 1999, MARAD spent \$1 million for an emergency hull repair for one vessel alone.

My bill would establish a pilot program, similar to the one launched by the U.S. Navy, to pay qualified U.S. shipyards to scrap its vessels. The bill authorizes \$40 million over three years for the program.

The government's current options are to send its vessels to overseas shipyards where third world workers toil in unspeakable conditions, or leave them in U.S. harbors where they risk polluting our waters. Unfortunately, without financial incentives like those in my legislation, these ships are not going anywhere.

The federal government needs to take responsibility for the environmental hazards and safety risks posed by these vessels. My legislation is a step towards solving this problem.

INTRODUCTION OF THE WORKER  
ECONOMIC OPPORTUNITY ACT:  
PROTECTING THE DOT-COM  
AMERICAN DREAM

**HON. RANDY "DUKE" CUNNINGHAM**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 5, 2000*

Mr. CUNNINGHAM. Mr. Speaker, today I am honored to introduce the Worker Economic