

save 502 Norwegian children and adults who were left behind to starve when Nazi troops began to fall back.

Nineteen Norwegian refugees were aboard the *Henry Bacon* when a severe 2-day gale separated the ship from the convoy.

Damaged from this storm and 60 miles away from the support and protection of the convoy, the *Henry Bacon* was attacked by German torpedo planes. The ship's crew valiantly fought the attacking planes, downing several and exploding a number of torpedoes, but a torpedo slipped through and struck the ship on the starboard side. As the ship began to sink, only two undamaged lifeboats were safely launched. The crew ensured that all the Norwegians were on board the lifeboats. Some crew even gave up their places to the Norwegians. According to one crew member, "The men just waited until all 19 refugees found seats. None had to be asked or ordered to give up his seat in the lifeboat."

British destroyers rescued the survivors several hours later. Sadly, Captain Alfred Carini and Chief Engineer Donald Haviland and 27 crew members went down with the ship.

House Concurrent Resolution 411 recognizes the heroic and valiant deeds of the officers and crew of the S.S. *Henry Bacon*. I urge my colleagues to join me in recognizing the deeds and sacrifices of that crew.

Mr. MCHUGH. Mr. Speaker, I yield myself such time as I may consume.

Let me say a few words, if I might. First of all, my thanks, as I mentioned earlier, to the gentleman from Virginia (Mr. GOODLATTE). The saga of liberty ships in World War II is particularly a remarkable one. Indeed, I was at a function this past weekend in my district in Oswego, New York, where they were commemorating an opening of a safe haven museum, a museum that commemorated a place, a shelter in that community, the only place provided in World War II for Jewish refugees, something that that community understandably is very, very proud of.

We had a number of refugees from that period speak during the ceremony, and they mentioned their experience on a liberty ship, a ship called the *Henry Gibbons*, a ship that brought them and nearly a thousand souls from Italy. So on that basis alone, this is a very, very worthy resolution.

As my two colleagues who have spoken previously so eloquently underscored, the exploits and heroism of those displayed on the *Henry Bacon* were particularly extraordinary, that stood them apart from the accomplishments of other extraordinary American and women and liberty ships. As is the case with most stories with heroism, the crew members of the *Henry Bacon* were from all walks of life, were ordinary men who met extraordinary challenges with incredible courage. And it is I think, Mr. Speaker, particularly important to remember the heroes of past conflicts because in their stories

we find examples of courage and sacrifice that perhaps few times in our Nation's history are more needed than they are now to sustain us as we go forward in the war against terrorism around the globe.

Perhaps one of the more eloquent and simple statements about the brave men aboard the *Henry Bacon* was spoken by a historian of that era whose writing shortly after that event wrote, "There is no finer instance of a merchant ship defense in the history of the North Russian convoys."

Mr. Speaker, I thank the gentleman from Virginia (Mr. GOODLATTE). Most of all, my thanks to the brave men of the *Henry Bacon* and all that they did at that time. Mr. Speaker, I ask our colleagues to support this very, very worthy enactment.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. CALVERT). The question is on the motion offered by the gentleman from New York (Mr. MCHUGH) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 411, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution, as amended, was agreed to.

The title of the concurrent resolution was amended so as to read: "Concurrent Resolution recognizing the exploits of the officers and crew of the S.S. *Henry Bacon*, a United States Liberty ship that was sunk on February 23, 1945."

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. MCHUGH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H. Con. Res. 411.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

RECOGNIZING COMMODORE JOHN BARRY AS THE FIRST FLAG OFFICER OF THE UNITED STATES NAVY

Mr. MCHUGH. Mr. Speaker, I move to suspend the rules and pass the joint resolution (H.J. Res. 6) recognizing Commodore John Barry as the first flag officer of the United States Navy, as amended.

The Clerk read as follows:

H.J. RES. 6

Whereas John Barry, American merchant marine captain and native of County Wexford, Ireland, volunteered his services to the Continental Navy during the American War for Independence and was assigned by the Continental Congress as captain of the *Lexington*, taking command of that vessel on March 14, 1776, and later participating in the victorious Trenton campaign;

Whereas the quality and effectiveness of Captain John Barry's service to the American war effort was recognized not only by George Washington but also by the enemies of the new Nation;

Whereas Captain John Barry rejected British General Lord Howe's flattering offer to desert Washington and the patriot cause, stating: "Not the value and command of the whole British fleet can lure me from the cause of my country.";

Whereas Captain John Barry, while in command of the frigate *Alliance*, successfully transported French gold to America to help finance the American War for Independence and also won numerous victories at sea;

Whereas when the First Congress, acting under the new Constitution of the United States, authorized the raising and construction of the United States Navy, it was to Captain John Barry that President George Washington turned to build and lead the new Nation's infant Navy, the successor to the Continental Navy of the War for Independence;

Whereas Captain John Barry supervised the building of his flagship, the U.S.S. *United States*;

Whereas on February 22, 1797, President Washington personally conferred upon Captain John Barry, by and with the advice and consent of the Senate, the rank of Captain, with "Commission No. 1", United States Navy, dated June 7, 1794;

Whereas John Barry served as the senior officer of the United States Navy, with the title of "Commodore" (in official correspondence), under Presidents Washington, John Adams, and Jefferson;

Whereas as commander of the first United States naval squadron under the Constitution of the United States, which included the U.S.S. *Constitution* ("Old Ironsides"), John Barry was a Commodore, with the right to fly a broad pendant, which made him a flag officer; and

Whereas in this sense it can be said that Commodore John Barry was the first flag officer of the United States Navy: Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That Commodore John Barry is recognized, and is hereby honored, as the first flag officer of the United States Navy.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. MCHUGH) and the gentleman from Missouri (Mr. SKELTON) each will control 20 minutes.

The Chair recognizes the gentleman from New York (Mr. MCHUGH).

GENERAL LEAVE

Mr. MCHUGH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.J. Res. 6.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. MCHUGH. Mr. Speaker I yield myself such time as I may consume.

Mr. SPEAKER. I rise in support of H.J. Res. 6, a resolution recognizing Commodore John Barry as the first flag officer of the United States Navy. Born in 1745, John Barry came to America as a young seaman and was a great American patriot and warrior during the Revolutionary War.

After the war, he was appointed the head of the United States Navy by

President Washington. John Barry's contributions during the Revolutionary War were unparalleled. He was the first captain to capture a British vessel on the high seas. And while in command of his favorite ship, the frigate *Alliance*, he captured two British ships after being severely wounded during a ferocious sea battle. He captured over 20 ships and fought the last sea battle of the war at the helm of the frigate *Alliance* in 1783.

Earlier in the war while waiting for a war ship to be built, he also fought on the land at the Battles of Trenton and Princeton. Later as the head of the Navy, he was so highly regarded as a teacher and visionary that his contemporaries labeled him "the Father of the American Navy." His legacy was soon confirmed when many officers that he had mentored became the heroes of the war of 1812.

Mr. Speaker, commenting as both an Irish-American and as someone whose mother's maiden name was Barry, I cannot think of an American hero past or present that is a better example of a man that embodies the spirit of this great country, an immigrant who was totally committed to his adopted Nation.

Today, with this resolution, we honor Commodore John Barry as the first Navy officer authorized to fly his own pennant. But the story of John Barry is an Irish-American hero and patriot is a lesson of far greater importance to the Members of this House and all the Americans who treasure freedom and liberty.

Mr. Speaker, I particularly want to thank my friend, my House colleague and my State delegation colleague, the gentleman from New York (Mr. KING), who is, as I am sure most Members of this House recognize, a long supporter of Irish causes in the House of Representatives, for working so diligently on this particular resolution, and laboring very, very arduously to ensure that it was brought before this House today.

Mr. Speaker, I reserve the balance of my time.

Mr. SKELTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of House Joint Resolution 6, introduced by my colleague from New York (Mr. KING). House Joint Resolution 6 recognizes Commodore John Barry as the first flag officer of the United States Navy.

Born in Wexford, Ireland, in 1745, the son of a poor Irish farmer rose to become the father of the American Navy. In 1775 as the War for Independence began, Captain John Barry was given command of a new 14-gun ship named the *Lexington*. As the commander of the *Lexington*, Captain Barry captured the British ship *Edward*, the first American war prize.

Throughout the war, Captain Barry was successful in capturing numerous enemy ships and their vitally important cargo of food and ammunition

that were desperately needed by the Continental troops.

Captain John Barry also aided in President George Washington's crossing of the Delaware and participated in the victorious Trenton Campaign.

Enemies also recognized Captain Barry's extraordinary skill and leadership. British General Lord Howe offered to desert Washington, and the patriot cause was rejected by Captain Barry who stated, "Not the value and command of the whole British fleet can lure me from the cause of my country."

□ 1830

After the first Congress authorized the establishment of the United States Navy, President George Washington tasked Captain John Barry to build and lead the Nation's young navy.

On February 22, 1797, President Washington conferred upon Captain John Barry the rank of captain, with the first commission of the United States Navy, Commission No. 1.

As commander of the first naval squadron, Commodore Barry was entitled to fly a broad pendant, which made him, in essence, the Nation's first flag officer of the United States Navy. Captain Barry served as commodore of the United States Navy under three Presidents, Washington, Adams and Jefferson.

Commodore Barry led the navy until his death in September, 1803, in Philadelphia. He played a vital role in establishing the earliest traditions of the navy: faithful devotion to duty, honoring the flag and vigilant protection of the rights of the sovereign United States.

House Joint Resolution 6 recognizes Commodore John Barry for his outstanding contributions to the Continental Navy through the American War for Independence and his extraordinary accomplishments as the Nation's first flag officer of the United States Navy. I urge my colleagues to adopt this resolution.

Mr. KING. Mr. Speaker, I rise today to urge the House of Representatives to pass H.J. Res. 6, a resolution which honors and recognizes Commodore John Barry as the first flag officer of the U.S. Navy.

In recognition of his historic role and his achievements, it is fitting that Commodore Barry be properly honored as the first flag officer. An American merchant marine captain and native of County Wexford, Ireland, Barry volunteered his services to the Continental Navy. Throughout his career, from taking command as captain of the *Lexington* to participating in the victorious Trenton campaign, Barry's efforts to the American war effort were monumental.

As a result, when the First Congress authorized the raising and construction of the U.S. Navy, President George Washington turned to Barry to build and lead the Nation's Navy. From supervising the building of the flagship USS *United States* to commanding the first U.S. naval squadron which included the USS *Constitution* ("Old Ironsides"), Barry was a commodore, with the right to fly a broad pendant, which made him a flag officer.

I urge the House of Representatives to pass H.J. Res. 6 and honor Commodore John Barry as the first flag officer of the U.S. Navy.

Mr. SHELTON. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. MCHUGH. Mr. Speaker, I have no further requests for time, with a final urging to all our colleagues to support this very, very worthy resolution; and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. CALVERT). The question is on the motion offered by the gentleman from New York (Mr. MCHUGH) that the House suspend the rules and pass the joint resolution, H.J. Res. 6, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the joint resolution, as amended, was passed.

A motion to reconsider was laid on the table.

RECOGNIZING, APPLAUDING AND SUPPORTING THE EFFORTS OF THE ARMY AVIATION HERITAGE FOUNDATION

Mr. MCHUGH. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 465) recognizing, applauding, and supporting the efforts of the Army Aviation Heritage Foundation, a nonprofit organization incorporated in the State of Georgia, to utilize veteran aviators of the Armed Forces and former Army Aviation aircraft to inspire Americans and to ensure that our Nation's military legacy and heritage of service are never forgotten, as amended.

The Clerk read as follows:

H. CON. RES. 465

Whereas the Army Aviation Heritage Foundation, a nonprofit organization incorporated in the State of Georgia in 1997, is an all volunteer organization composed of veterans, their families, and civilian supporters acting in concert to connect the American soldier to the American public through the use of the story of Army Aviation;

Whereas the Army Aviation Heritage Foundation is not a part of the United States Army and receives no Federal funding;

Whereas funds for the activities of the Army Aviation Heritage Foundation come entirely from donations made by private individuals and corporations;

Whereas Army Aviation Heritage Foundation volunteers devote a significant amount of their personal time and resources to present the story of our Nation's Armed Forces and the legacy of its veterans to the American people through extensive and elaborate living history programs presented at major public venues, such as air show events, and at numerous other smaller community outreach initiatives;

Whereas these living history programs are designed and presented to honor the Armed Forces and its veterans while inspiring the public that ultimately supports the Armed Forces and giving the public a glimpse of military life, service, and devotion;

Whereas the Army Aviation Heritage Foundation has devoted over 150,000 volunteer hours and over \$5,300,000 in donated funds, aircraft, and equipment in organizing, developing, and conducting 35 public presentations that have helped to foster patriotism and present our Nation's military stories to