

who did not even enjoy the status of veteran? They were all different; yet share a sameness that is deeper than the uniform they wore. They were black, white, man, woman, Hispanic, Indian, Asian, Catholic, Jewish, Protestant, Buddhist, Muslim, and a hundred other variations and combinations. What is most important—regardless of race, creed, color, or gender—they were American.

These courageous men and women, each so different in heritage and background, shared the common bonds of the armed forces—duty and sacrifice. All of them reached a moment in their lives when race and religion, creed and color made no difference. What remained was the essence of America—the fighting spirit of a proud people. They are servicemen who paid the price for freedom.

As we dedicate this memorial to the brave veterans of the past, we must also look to the future. In today's world, of terrorism freedom comes cloaked in uncertainty. America still relies on her sons and daughters to defend her liberty. The cost of independence remains high, but we are willing to pay it. We do not pay it gladly, but we pay it with deep reverence and thanks to those who have sacrificed their lives for America. We know that in the years to come, more brave souls will sacrifice their lives for America. We should include them in our thoughts when we view this symbol of freedom.

Let me conclude my remarks by reading a few excerpts from a letter that exemplifies why we honor our people in uniform. It was written by Sullivan Ballou, a Major in the 2nd Rhode Island volunteers, to his wife Sarah a week before the battle of Bull Run.

Dear Sarah: The indications are very strong that we shall move in a few days—perhaps tomorrow. Lest I should not be able to write again, I feel impelled to write a few lines that may fall under your eye when I am no more. Our movements may be of a few days' duration and full of pleasure—and it may be one of some conflict and death to me. If it is necessary that I should fall on the battlefield for my Country, I am ready.

I have no misgivings about, or lack of confidence in the cause in which I am engaged, and my courage does not halt or falter. I know how American Civilization now leans on the triumph of the Government, and how great a debt we owe to those who went before us through the blood and sufferings of the Revolution. And I am willing—perfectly willing—to lay down all my joys in this life, to help maintain this Government, and to pay that debt.

Sarah my love for you is deathless, and yet my love of Country comes over me like a strong wind and burns me unresistably on to the battlefield.

The memories of the blissful moments I have enjoyed with you come crowding over me, and I feel most gratified to God and to you that I have enjoyed them so long. And it is hard for me to give them up and burn to ashes the hopes of future years, when God willing, we might still have lived and loved together, and seen our sons grown up to honorable manhood. If I do not return my dear Sarah, never forget how much I love you, and when my last breath escapes me on the battle field, it will whisper your name. Forgive my many faults, and the many pains I have caused you. How thoughtless and foolish I have often been.

But, O Sarah! If the dead can come back to this earth and flit unseen around those they loved, I shall always be near you; in the brightest days and in the darkest nights, always, and if a soft breeze falls upon your cheek, it shall be my breath, as the cool air fans your throbbing temple, it shall be my spirit passing by. Sarah do not mourn me dead; think I am gone and wait for me, for we shall meet again.

Sullivan Ballou was killed a week later at the First Battle of Bull Run.

That is why I am proud to be in Lovell, today to participate in the dedication of the Veteran's Memorial honoring the men and women who served our country.

Mr. ENZI. Mr. President, I know it was a great day across America when we celebrated the Fourth of July. I look forward to the future Fourth of July and the daily events when patriotism and community and faith are shown in our country.

#### TRIBUTE TO CAPTAIN (SELECT) BENNY G. GREEN, U.S. NAVY

Mr. LOTT. Mr. President, I wish to take this opportunity to recognize and say farewell to an outstanding Naval Officer, Captain Benny Green, upon his change of command from Special Boat Unit Twenty-Two. Throughout his career, Captain Green has served with distinction. It is my privilege to recognize his many accomplishments and to commend him for the superb service he has provided the Navy, the great State of Mississippi, and our Nation.

Captain Green enlisted in the Navy in September 1972. After an initial tour at the Aircraft Intermediate Maintenance Department at Barbers Point, Hawaii, he attended Basic Underwater Demolition/SEAL Training in Coronado, California, and graduated with class 83, for further assignment to SEAL Team One. Captain Green received a Bachelor of Science Degree from the University of Louisville in 1980, and was commissioned an Ensign in 1981. He attended flight school at Pensacola Naval Air Station and upon graduation was assigned to Fighter Squadron Eleven at Naval Air Station, Oceana, VA as a Radar Intercept Officer. He flew numerous combat missions over Lebanon in response to the 1983 terrorist bombing attack of the Marine Barracks in Beirut. In February 1985, Captain Green returned to the Special Forces and was assigned to SEAL Team Four, in Little Creek, VA, as the Platoon Commander of the newly formed Sixth Platoon. In his next assignment, Captain Green was a plank owner of SEAL Delivery Vehicle Team One Detachment Hawaii, on Ford Island, Oahu, HI, where he served as Dry Deck Shelter Platoon Commander. Other operational tours in Naval Special Warfare include: Dry Deck Shelter Department Head, SEAL Delivery Vehicle Team Two; Operations Officer, SEAL Delivery Vehicle Team Two; Maritime Special Purpose Force Commander for Central Command Amphibious Ready Group 3-91; Executive Officer, SEAL Delivery Vehicle Team Two; Naval Special Warfare Task Unit Commander for the Theodore Roosevelt Battle group 1-96; Operations Officer, Naval Special Warfare Group Two; Chief Staff Officer, Naval Special Warfare Group Two; and Requirements Officer for Naval Special Warfare Development Group. Captain Green also

completed a joint tour as the Counter-narcotics and Maritime Officer, Special Operations Command, Pacific.

As Commanding Officer, SBU-22, Captain Green's leadership firmly established his unit as the premier facility to train special operations forces in the riverine environment. His determination and oversight hastened the construction of new state-of-the-art facilities that provide for the training in the maintenance and repair of combatant craft, an armory, a supply building, a swim training tank, and a detachment building/administrative headquarters, with plans under development for a land-water range, a 30-unit housing facility, and a mini Navy Exchange/gas station. His rapport with senior military leadership was essential to theater commander exposure to SBU-22 capabilities in support of Special Operations Forces, SOF, throughout the world. During his tenure, SBU-22 hosted two major Joint Combined Exchange for Training, JCET, exercises, executed 13 counter-drug missions in South America, and trained over 450 foreign military personnel in all facets of riverine operations. His realignment of the Combatant Craft Training Curriculum fully addresses the requirements of the Naval Special Warfare Force-21 initiative and is typical of the exceptional foresight Captain Green demonstrated throughout his tour as Commanding Officer of SBU-22. His vast Special Operations experience proved to be a major resource in the identification, testing and implementation of the new Special Operations Craft-Riverine, SOC-R, that promises to revolutionize riverine tactics and capabilities.

Throughout his distinguished career, Captain Green has served the United States Navy and the Nation with pride and excellence. He has been an integral member of, and contributed greatly to, the best-trained, best-equipped, and best-prepared naval and special operations forces in the history of the world. Captain Green's superb leadership, integrity, and limitless energy have had a profound impact on SBU-22 and will continue to positively impact the United States Navy, our Special Operations Forces, and our Nation. Captain Green relinquishes his command on July 12, 2002 and reports as Director, Concept Development Directorate at Special Operations Command Joint Forces Command, in Norfolk, VA where he will continue his successful career. On behalf of my colleagues on both sides of the aisle, I wish Captain Green "Fair Winds and Following Seas."

#### COLONEL DOUGLAS JOHN WREATH OF THE UNITED STATES AIR FORCE RESERVE.

Mr. THURMOND. Mr. President, on March 29, 2002, Douglas John Wreath was promoted to the grade of Colonel in the United States Air Force Reserve. Major General Mike Hamel, USAF, administered the military oath of office

to Colonel Wreath on that date in a ceremony that was held in the Reserve Officers Association of the United States Building, in Washington. It is my pleasure to join those who are congratulating Colonel Wreath on this achievement.

Since 1997, Colonel Wreath has been an active duty Reservist, assigned to the United States Air Force Office of Congressional Affairs. During part of this time, Colonel Wreath served as the Acting Director of the United States Liaison Office in the Senate, where he became known to many Senators and members of their staffs. Colonel Wreath is currently assigned to the United States Air Force Headquarters, at The Pentagon, where he is implementing the recommendations of The Commission to Assess United States National Security Space Management and Organization, as well as serving as the Air Staff Legislative Liaison for Space Integration issues.

Colonel Wreath is a graduate of the United States Air Force Academy. He has also earned the degree of Master of Science in Systems Management from the University of Colorado.

Doug Wreath began his career in the United States Air Force as a Space Shuttle Navigation Analyst in 1984, leaving, as a Space Operations Officer in 1992, when he transferred into the Reserve. While on active duty, Doug Wreath performed a variety of command and support activities at three duty stations, and as the Personal Assistant to the Commander of the Air Force Space Command, he assisted in establishing the operational plans and policies of the Air Force National Space Program.

Colonel Wreath is an outstanding American who has developed an impressive record of achievement through his service to our Nation. I am pleased to commend Colonel Wreath on his promotion and I extend my best wishes to him for much continued success.

#### LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of last year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred January 25 in Washington, DC. Two minors attacked two gay men leaving a gay bar in Dupont Circle. Before attacking the victims, the assailants shouted derogatory, anti-homosexual slurs at them. Local police have arrested one of the perpetrators.

I believe that government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act of 2001 is now a symbol

that can become substance. I believe that by passing this legislation and changing current law, we can change hearts and minds as well.

#### CHRISTEN O'DONNELL EQUESTRIAN HELMET SAFETY ACT

Mr. DODD. Mr. President, last week my colleague from Rhode Island, Senator CHAFEE, and I introduced legislation to provide greater safety for children and adults who ride horses in the United States. Each year in our country, nearly 15 million people go horseback riding. Whether it be professionally or for pleasure, Americans of all ages and from all walks of life enjoy equestrian sports. And, while everyone acknowledges that horseback riding is a high-risk activity, there are serious safety issues related to equestrian sports that can and should be addressed.

I first became aware of the problem of equestrian helmets when Kemi O'Donnell, a constituent of mine in Connecticut, called my office to relate her family's tragic experience. The story she shared opened my eyes to the danger posed by certain equestrian helmets. In 1998, Kemi's daughter, Christen O'Donnell, was a young 12-year-old resident of Darien, Connecticut, and a 7th grader at New Canaan Country School. Active and sporty, Christen was a talented intermediate rider who had five years of riding experience under her belt when she mounted her horse on the morning of August 11. As always, Christen wore a helmet and was accompanied by her trainer when she began a slow walk through the ring. Suddenly, without warning, the horse she was riding shook its head, and Christen was thrown off onto 4 inches of sand. Even though her horse was only at a walk, and Christen was wearing a helmet, that helmet offered her little protection, and she sustained severe head injuries as a result of the fall. She was rushed to Stamford hospital where, despite efforts to save her, she died the next day. The magnitude of their loss has been compounded by the thought that, had Christen been wearing a better constructed helmet, it is possible she could have survived this accident.

My colleagues may be shocked to learn, as Christen's parents were, that there are no government standards in existence for the manufacturing of equestrian helmets. Some helmets are voluntarily constructed to meet strict American Society of Testing and Materials (ASTM) testing requirements, but the vast majority of helmets sold in the U.S. offer little or no real protection and are merely cosmetic hats—a form of apparel. Frequently, parents of young riders like Christen—and even more mature riders—do not know that they are buying an untested and unapproved item when they purchase a riding helmet. Indeed, most riders believe that when they buy a helmet at the store, they are purchasing a prod-

uct that meets standards designed to provide real and adequate head protection. Bike helmets are built to minimum safety requirements, as are motorcycle helmets.

Apparel helmets, like the one worn by Christen, offer little or no head protection, while ASTM-approved helmets are designed to significantly reduce head injury. The difference in aesthetic design between the two is minimal, but the underlying support structures of these types of helmet are substantial. ASTM-approved helmets offer a high degree of head protection, increase the survivability of equestrian accidents and, in my view, should be the standard for all equestrian helmets.

This lack of adequate safety standards in riding helmets is why USA Equestrian (USAEq), one of the largest equestrian organizations in the country, recently mandated that ASTM-approved helmets must be worn in all USAEq-sanctioned events. While this decision effectively eliminates the danger posed by "apparel helmets" at these events, each day many more students ride in lessons and in private shows that are not USAEq-sanctioned. For their safety, I believe that Congress should establish minimum safety standards for all equestrian helmets sold in the United States, so that all riders can obtain headgear that offers actual protection against head injury. This is not an unprecedented suggestion. As I stated before, Congress has already acted to similarly ensure the safety of bike helmets. The legislation that I and Senator Chafee introduce in Christen's memory today is modeled on this successful bike helmet law and would go a long way toward reducing the mortality of equestrian accidents.

The Christen O'Donnell Equestrian Helmet Safety Act would require that the Consumer Product Safety Commission establish minimum requirements, based on the already proven ASTM standard, for all equestrian helmets in the United States. Thus, there would be a uniform standard for all equestrian helmets, and riders could be confident that the helmet they buy offers real head protection. Let me be clear. This modest legislation does not mandate that riders wear helmets. That is a matter better left to individual states. But, it would take a significant step toward improving the survivability of equestrian accidents and would bring the United States in line with other industrialized countries with sizable riding populations. Countries like Australia and New Zealand have enacted similar safety legislation, and the European Union has set standards to make sure that helmets for equestrian activities meet continental standards. It is time for the United States to take similar steps.

This bill is supported by a wide-ranging coalition of equestrian, child safety, and medical groups. This bill has received the endorsement of the National SAFEKIDS coalition, an organization dedicated to preventing accidental injury to children, and the