

Allentown was designated an All-American City, one of his proudest accomplishments and something he spoke of often. He stood for reelection in 1977, but lost by 121 votes. Undeterred, Joe Daddona ran again in 1981 and won. He also triumphed in 1985 and 1993, making him the longest serving mayor in the city's history, along with Malcolm W. Gross.

Mayor Daddona's other endeavors include establishing parks, fire stations, and high-rise apartments for the elderly. He also improved environmental conditions at the local sewage treatment facility and was responsible for numerous modifications to local traffic patterns.

Daddona was a relentless booster for the city of Allentown. He was constantly in touch with his constituents and worked tirelessly to solve neighborhood problems. He loved to show off the city during Super Sunday and May-fair events.

After his political career ended, he appeared on various local television and radio shows, in part to extol the virtues of the city. Daddona died after a long battle with cancer on June 5, 2004. He is survived by his wife Ann and their children.

Mr. Speaker, I urge all my colleagues to join me in support of H.R. 2490 in recognition and memory of my friend, the late Mayor Joe Daddona.

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

Mr. DAVIS of Illinois. Mr. Speaker, I yield myself such time as I may consume.

(Mr. DAVIS of Illinois asked and was given permission to revise and extend his remarks.)

Mr. DAVIS of Illinois. Mr. Speaker, as a member of the House Committee on Government Reform, I am pleased to join my colleague in consideration of H.R. 2490, legislation naming the postal facility in Allentown, Pennsylvania, after the late Joseph S. Daddona, the former mayor of Allentown.

This measure, which was introduced by the gentleman from Pennsylvania (Mr. DENT) on May 19, 2005 and unanimously reported by our committee on June 16, 2005, enjoys the support and cosponsorship of the entire Pennsylvania delegation.

Born and raised in Allentown, Joseph Daddona served 8 years in the U.S. Navy during and after the Korean War. From 1966 to 1994, he served as the mayor of Allentown, the longest serving mayor in the town's history. As mayor, Joseph worked hard to improve the lives of his constituents. He established parks, housing for seniors, and improved environmental conditions.

Sadly, he passed away last June.

Mr. Speaker, I commend my colleague for seeking to honor the legacy of Joseph Daddona and urge swift passage of this bill.

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

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

Mr. Speaker, I thank all my colleagues for their support of this effort to honor my late friend, Joe Daddona.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. DENT) that the House suspend the rules and pass the bill, H.R. 2490.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

COMMEMORATING MYSTIC SEAPORT: THE MUSEUM OF AMERICA AND THE SEA IN RECOGNITION OF ITS 75TH YEAR

Mr. FORTUNA. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 152) commemorating Mystic Seaport: the Museum of America and the Sea in recognition of its 75th year, as amended.

The Clerk read as follows:

H. Con. Res. 152

Whereas Mystic Seaport: the Museum of America and the Sea was founded as the Marine Historical Association on December 29, 1929, to preserve, protect, and honor the legacy of America's great maritime tradition and culture;

Whereas Mystic Seaport has grown into the largest, most diverse maritime museum, and the fourth largest history museum, in the Nation;

Whereas the mission of Mystic Seaport is to create a greater awareness and deeper appreciation of America's relationship to the sea and the impact of that relationship upon us as individuals and as a Nation;

Whereas the collections of Mystic Seaport include four National Historic Landmark vessels including the CHARLES W. MORGAN, the last wooden whaling ship in the world; the LA DUNTON, one of the few remaining fishing schooners of its era; the SABINO, one of the last coal-fired, steam ships still in operation; and the EMMA C. BERRY, an 1866 wooden fishing vessel;

Whereas Mystic Seaport also maintains the largest collection of watercraft in the nation with more than 500 vessels representing sail, oar, paddle and engine-powered boats spanning 2 centuries of history;

Whereas Mystic Seaport also features the Henry B. duPont Preservation Shipyard as a live working facility that showcases and interprets the art of shipbuilding and restoration, including the restoration of its iconic National Historic Landmark vessels;

Whereas Mystic Seaport put the Preservation Shipyard to its highest and best use in replicating the schooner AMISTAD in full public view, demonstrating its claim that Mystic Seaport is the only museum in the world that can build a large wooden vessel from the keel up and launch it as part of a comprehensive museum experience;

Whereas the Collections Research Center of Mystic Seaport houses 75,000 maritime artifacts, more than one million photographs, and 1.5 million feet of film, and is a dynamic national maritime research facility;

Whereas the G.W. Blunt White Library is one of the largest and most thoroughly catalogued and accessible collections of marine and maritime research material in the world;

Whereas Mystic Seaport also features a representative 19th-century New England coastal village featuring skilled tradesmen and live interpretation to engage, educate, and entertain its visitors;

Whereas Mystic Seaport maintains educational and outreach programs for all levels including accredited graduate and undergraduate programs through the Munson Institute and Williams-Mystic, the cooperative Maritime Studies Program of Williams College and Mystic Seaport;

Whereas Mystic Seaport continues to attract more than 300,000 visitors each year and millions of other individuals through its interactive internet web site, demonstrating its role as a vital cultural and educational center;

Whereas more than 1,500 volunteers each year assist 300 professional and support staff in preserving and interpreting the collections of the Mystic Seaport and in delivering its unique programs; and

Whereas Mystic Seaport has recently completed a comprehensive self-study and a strategic program and master plan, and has recommitted itself to its mission with an effort to strengthen its endowment and make its programs more cohesive and compelling: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That Congress—

(1) commemorates Mystic Seaport: the Museum of America and the Sea in recognition of its 75th year and commends the staff, volunteers, and trustees of the Museum and encourages them in their efforts to create greater awareness of America's relationship to the sea and the profound impact of maritime transportation and commerce upon our Nation's economic growth;

(2) supports Mystic Seaport's presentation of our Nation's Merchant Mariners and shipbuilders whose efforts promoted the expansion of maritime transportation and commerce;

(3) asks all Americans to join in celebrating this milestone for Mystic Seaport and its mission of preserving and interpreting the legacy of American maritime transportation and tradition; and

(4) encourages Mystic Seaport in its efforts to secure the future of its collections and programs and supports its efforts to make those programs even more compelling and engaging.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Puerto Rico (Mr. Fortuño) and the gentleman from California (Ms. MILLENDER-MCDONALD) each will control 20 minutes.

The Chair recognizes the gentleman from Puerto Rico (Mr. Fortuño).

GENERAL LEAVE

Mr. FORTUÑO. 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. 152.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Puerto Rico?

There was no objection.

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

Mr. Speaker, H. Con. Res. 152 was introduced by my colleague, the gentleman from Connecticut (Mr. SIMMONS), and commemorates Mystic Seaport, the Museum of America and the Sea, in recognition of its 75th year. Mystic Seaport was founded in 1929 to preserve, protect, and honor the legacy of America's great tradition and culture.

Mystic Seaport is the largest maritime museum and fourth largest history museum in the Nation and attracts more than 300,000 visitors annually.

The mission of Mystic Seaport is to create a greater awareness and deeper appreciation of America's relationship to the sea and to highlight the impact of that relationship upon us as individuals and as a Nation.

Both the gentleman from Connecticut (Mr. SIMMONS) and I represent districts in which maritime activities play an important role in the lives of many of our constituents and are an important part of the history of our States.

I urge my colleagues to support this resolution and join in celebrating this 75-year milestone for Mystic Seaport.

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

Ms. MILLENDER-McDONALD. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I too rise in support of H. Con. Res. 152 commemorating the 75th anniversary of the Mystic Seaport, Museum of America and the Sea. Many Americans do not appreciate their U.S. maritime history and the legacy of the sea.

The Mystic Seaport Museum was established in 1929 to protect that history and legacy. The Mystic Seaport Museum is the largest and most diverse maritime museum in the United States. Its collections include many types of ships from our past, including a whaling ship, a fishing schooner, a coal-fired steamship, and a wooden shipping vessel built in 1866.

Mystic Seaport is providing a valuable service to our Nation by teaching Americans about our Nation's maritime history, promoting research in their vast collections of artifacts, photographs and books, and conducting outreach programs to students of all ages.

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Therefore, Mr. Speaker, I urge all of my colleagues to support this resolution commemorating the 75th anniversary of Mystic Seaport, and I hope that they will continue their programs to continue to grow and flourish in the years ahead. I urge the adoption of the resolution.

Mr. LARSON of Connecticut. Mr. Speaker, I rise today in support of H. Con. Res. 152 which acknowledges the 75th anniversary of Mystic Seaport: the Museum of America and the Sea. This resolution recognizes the efforts of the staff, volunteers, and trustees of the museum in preserving America's great maritime tradition. Mystic Seaport is also one of the jewels of my home state of Connecticut.

Since the 1600's, the Mystic Seaport has been a center for shipbuilding. Between 1784 and 1919, Mystic Seaport contributed more than 600 vessels to the American maritime enterprise. After the advent of steam power and railroads, wooden shipbuilding began to decline. Three Mystic, Connecticut residents, Edward Bradley, Dr. Charles Stillman, and Carl

Cutler created the Marine Historical Association on December 29, 1929 to prevent the disappearance of the American maritime tradition. Today, the Marine Historical Association is known as Mystic Seaport: the Museum of America and the Sea. Since the inception of the Mystic Seaport Museum, it has become the largest maritime museum, and the fourth largest history museum in the nation. The Seaport's membership represents 25,000 people from all 50 states and 30 countries. More than 1,500 volunteers assist Mystic Seaport's 300 employees each year.

Mystic Seaport has helped increase awareness and appreciation of America's maritime tradition. The museum features the largest collection of watercraft in the nation, which includes four National Historic Landmark vessels. The vessels include the *Charles W. Morgan*, the last wooden whaling ship in the world, and the *Sabino*, the last coal-fired steam ship still in operation. The Mystic Seaport Museum's Collections Research Center functions as a dynamic resource for maritime research. The G.W. Blunt White Library is one of the leading collections of maritime research material in the world. Recently, the library has assembled a virtual run of the earliest published American ship registers. The Mystic Seaport Museum has made significant contributions in maintaining the cultural integrity of our nation's maritime legacy.

Mystic Seaport was also involved in the construction of a replica of the freedom schooner *Amistad*, which serves as a floating classroom and monument to those who lost their freedom or their lives due to the transatlantic slave trade. I was privileged to attend the launch of the *Amistad* in March 2000 at Mystic Seaport with a delegation from the Congressional Black Caucus.

Mr. Speaker, I ask that my colleagues join me today in honoring Mystic Seaport's role in preserving America's maritime culture. For the past 75 years, Connecticut has been proud to be the home of the Mystic Seaport Museum, which continues to be a vital protector of the Nation's nautical history.

Ms. MILLENDER-McDONALD. Mr. Speaker, I yield back the balance of my time.

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

The SPEAKER pro tempore (Mr. ISSA). The question is on the motion offered by the gentleman from Puerto Rico (Mr. FORTUÑO) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 152, 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.

A motion to reconsider was laid on the table.

DELAWARE RIVER PROTECTION ACT OF 2005

Mr. LOBIONDO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1412) to amend the Ports and Waterways Safety Act to require notification of the Coast Guard regarding obstructions to navigation, and for other purposes, as amended.

The Clerk read as follows:

H.R. 1412

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Delaware River Protection Act of 2005".

SEC. 2. REQUIREMENT TO NOTIFY COAST GUARD OF RELEASE OF OBJECTS INTO THE NAVIGABLE WATERS OF THE UNITED STATES.

The Ports and Waterways Safety Act (33 U.S.C. 1221 et seq.) is amended by adding at the end the following:

"SEC. 15. REQUIREMENT TO NOTIFY COAST GUARD OF RELEASE OF OBJECTS INTO THE NAVIGABLE WATERS OF THE UNITED STATES.

"(a) REQUIREMENT.—As soon as a person has knowledge of any release from a vessel or facility into the navigable waters of the United States of any object that creates an obstruction prohibited under section 10 of the Act of March 3, 1899, popularly known as the Rivers and Harbors Appropriations Act of 1899 (chapter 425; 33 U.S.C. 403), such person shall notify the Secretary and the Secretary of the Army of such release.

"(b) RESTRICTION ON USE OF NOTIFICATION.—Any notification provided by an individual in accordance with subsection (a) shall not be used against such individual in any criminal case, except a prosecution for perjury or for giving a false statement."

SEC. 3. LIMITS ON LIABILITY.

(a) ADJUSTMENT OF LIABILITY LIMITS.—

(1) TANK VESSELS.—Section 1004(a)(1) of the Oil Pollution Act of 1990 (33 U.S.C. 2704(a)(1)) is amended—

(A) by redesignating subparagraph (B) as subparagraph (C);

(B) by striking subparagraph (A) and inserting the following:

"(A) with respect to a single-hull vessel, including a single-hull vessel fitted with double sides only or a double bottom only—

"(i) \$1,550 per gross ton for an incident that occurs in 2005;

"(ii) \$1,900 per gross ton for an incident that occurs in 2006; or

"(iii) \$2,250 per gross ton for an incident that occurs in 2007 or in any year thereafter; or

"(B) with respect to a double-hull vessel (other than any vessel referred to in subparagraph (A))—

"(i) \$1,350 per gross ton for an incident that occurs in 2005;

"(ii) \$1,500 per gross ton for an incident that occurs in 2006; and

"(iii) \$1,700 per gross ton for any incident that occurs in 2007 or in any year thereafter; or";

and

(C) in subparagraph (C), as redesignated by subparagraph (A) of this paragraph—

(i) in clause (i) by striking "\$10,000,000" and inserting "\$14,000,000"; and

(ii) in clause (ii) by striking "\$2,000,000" and inserting "\$2,500,000".

(2) LIMITATION ON APPLICATION.—In the case of an incident occurring before the date of the enactment of this Act, section 1004(a)(1) of the Oil Pollution Act of 1990 (33 U.S.C. 2704(a)(1)) shall apply as in effect immediately before the effective date of this subsection.

(b) ADJUSTMENT TO REFLECT CONSUMER PRICE INDEX.—Section 1004(d)(4) of the Oil Pollution Act of 1990 (33 U.S.C. 2704(d)(4)) is amended to read as follows:

"(4) ADJUSTMENT TO REFLECT CONSUMER PRICE INDEX.—The President shall, by regulations issued no later than 3 years after the date of the enactment of the Delaware River Protection Act of 2005 and no less than every 3 years thereafter, adjust the limits on liability specified in subsection (a) to reflect significant increases in the Consumer Price Index."