

After my rigorous and informative experiences overseas, I am more convinced than ever that it is crucial that the United States continue our strong support for Israel. The country is a beacon of democracy in a sea of violence and hostility. Both of our nations have a mutual interest in deterring terror, promoting democracy and stability throughout the world, and seeking peace in the Middle East. Israel's ability to function and defend itself against terrorism is in no small part due to unwavering support from the United States. Our country has a moral obligation to strengthen our fellow democracies, especially when they are in turbulent and dangerous regions in the world. It is in our national security interest to continue to support Israel financially and morally.

I want to end my remarks by quoting from a speech given by Prime Minister Sharon to the United Nations General Assembly on September 5, 2005. His final remarks are those that I think all Americans can agree with. "In a few days time on the Hebrew calendar, the New Year will begin, the 5,766th year since the Creation. According to Jewish belief, the fates of people and nations are determined at the New Year by the Creator, to be spared or to be doomed. May the Holy One, blessed be He, determine that this year, our fate and the fate of our neighbors is peace, mutual respect, and good neighborly relations."

That is a hope that all of us can share.

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APPOINTMENT OF MEMBERS TO SELECT BIPARTISAN COMMITTEE TO INVESTIGATE PREPARATION FOR AND RESPONSE TO HURRICANE KATRINA

The SPEAKER pro tempore (Mr. SCHWARZ of Michigan). Pursuant to section 2(a) of House Resolution 437, 109th Congress, and the order of the House of January 4, 2005, the Chair announces the Speaker's appointment of the following Members of the House to the Select Bipartisan Committee to Investigate the Preparation for and Response to Hurricane Katrina:

Mr. TOM DAVIS of Virginia, Chairman;

Mr. SENSENBRENNER of Wisconsin;  
Mr. ROGERS of Kentucky;  
Mr. SHAYS of Connecticut;  
Mr. BONILLA of Texas;  
Mr. BUYER of Indiana;  
Mrs. MYRICK of North Carolina;  
Mr. THORNBERRY of Texas;  
Ms. GRANGER of Texas;  
Mr. PICKERING of Mississippi;  
Mr. SHUSTER of Pennsylvania.

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UNITED STATES COAST GUARD

The SPEAKER pro tempore. Under the Speaker's announced policy of January 4, 2005, the gentleman from Massachusetts (Mr. DELAHUNT) is recognized for 60 minutes.

GENERAL LEAVE

Mr. DELAHUNT. Mr. Speaker, I ask unanimous consent that all Members

may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the subject of my Special Order this evening.

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

There was no objection.

Mr. DELAHUNT. Mr. Speaker, more often than not, debates on public policy that take place in this Chamber are often characterized with a certain level of disagreement, thoughtful disagreement, and, hopefully, respectful disagreement. But tonight that is not the case. Tonight we put aside partisan disagreements to thank the men and women of the United States Coast Guard for a job well done.

In the aftermath of Hurricane Katrina, many Americans have come to know the Coast Guard and their personnel and their heroism and their professionalism. They have been made acutely aware about the services provided by this remarkable service, for it, I would suggest, has truly been one of the Coast Guard's finest hours. And I know I speak as well for my good friend and colleague from the Committee on the Judiciary, the gentleman from North Carolina (Mr. COBLE), in expressing the profound gratitude of all Americans.

Mr. Speaker, I am privileged to represent southeastern Massachusetts, I believe home of some of the most beautiful and pristine coastline in all of New England and, in fact, in all of the United States, and also the birthplace of the United States Coast Guard. I happen to be a very proud veteran of the United States Coast Guard, like my colleague, the gentleman from North Carolina. Of course, he was an officer and a gentleman, while I was a mere enlisted man.

Back in 1997, my colleague and I, and another colleague, the gentleman from Mississippi (Mr. TAYLOR), who also served in the United States Coast Guard, sat down and decided that it was time to bring together Members of Congress who are committed to life-saving, law enforcement, and environmental protection missions that were conducted at sea. So we created the Congressional Caucus of the United States Coast Guard. We did this to advocate for this outstanding service and to increase its profile not just in this institution but among the American people.

Well, their performance before, during, and in the aftermath of the tragedy which befell our Gulf States spoke volumes about the service that they provide to the American people. We learned a lot about the Coast Guard, or at least, and I am sure I speak for my friend who I will ask to say some words in a very few minutes, I know that for many, Hurricane Katrina increased their understanding of really what the Coast Guard is all about.

But it is not just about search and air rescues. In fact, they are the de facto lead agency for homeland secu-

rity, responsible for guarding 95,000 miles of American coastline and 361 ports. Every day, the Coast Guard interdicts, for example, drugs bound for the United States. In fact, just this past week, while performing their functions in the gulf and along the coastline of the Gulf States, the Coast Guard seized two tons of cocaine off the Colombian coast in South America, cocaine that undoubtedly would have been sold on the streets of our neighborhoods somewhere in this country.

But before I proceed, let me introduce a dear friend, the gentleman from North Carolina (Mr. COBLE), a veteran of the United States Coast Guard.

Mr. COBLE. Mr. Speaker, I thank the distinguished gentleman from Massachusetts, and I want to say a word or two about the gentleman from Massachusetts (Mr. DELAHUNT).

First of all, I want to thank him for having taken out this Special Order. And by the way, he was an enlisted man and a gentleman. I too was an enlisted man and, hopefully, a gentleman; but my colleague and I became good friends, Mr. Speaker, as a result of our both serving on the Committee on the Judiciary. I learned one day early in the session that he was a Coast Guard veteran, and there are not that many of us around, as you know, in the Congress, and so we became good friends. I guess ideologically he and I are probably light years apart, but that has in no way hampered our friendship.

As my colleague knows, when Mother Nature rears her ugly head and devastation results therefrom, oftentimes accusatory fingers are forthcoming: Oh, it was not my fault; it was his fault or it was her fault. But that was not the case with the Coast Guard. I think in the wake of Katrina, the Coast Guard may well have been the only entity or agency that came out of that exercise free of fault and free of blame. The Coast Guard became America's hero.

Now, as the gentleman from Massachusetts pointed out, this certainly may well have been one of our finest hours. The landing ship tanks that were manned by Coast Guardsmen in World War II has oftentimes been called America's finest hour, and of course the day-to-day search-and-rescue operations that occur as a matter of fact are no big deal. Coasties go out and rescue distressed victims. No big thing for them. It is all in a day's work. But as my colleague pointed out, when we saw those heroic rescues by the Coast Guard air arm during Katrina, it was unbelievable.

It is a shame that it took a 9/11 or a Katrina for many Americans to become personal friends with the Coast Guard. The Coast Guard was the forgotten service. It was the fifth armed force, but rarely was much said about it. Oftentimes, and I am sure my colleague has been addressed in this manner, as have I, where Coast Guardsmen were referred to as members of the Hooligan Navy, the shallow-water sailors.

Oftentimes, when I was on Active Duty, which seems more like the dark ages, it was not uncommon for us to become beneficiaries of Navy hand-me-downs, equipment the Navy was about to survey or to abandon, which we would warmly embrace.

Mr. DELAHUNT. Like an orphan.

Mr. COBLE. Like an orphan, sure. Excellent example.

So I am very pleased, Mr. Speaker, that my colleague, the gentleman from Massachusetts (Mr. DELAHUNT), took out this Special Order.

Now, this has nothing to do with Katrina, and I see our friend from New London has joined us as well, but oftentimes back home, I would appear at Veterans Day or Memorial Day services and inevitably you would hear the hymns of the Army, the Navy, the Air Force and the Marines, but conspicuously absent was the most beautiful marching hymn of all, Semper Paratus, the Coast Guard's marching hymn.

□ 1945

I went to a music director once at a high school and I asked her why was "Semper Paratus" not played. She said, you get it for me, and I will play it next year. It was the first one played the next year. Now each time I have been since 9/11, even back home, "Semper Paratus" is always included in the musical renditions. Of course it always is up here, but even in the hinterland it is being done.

Mr. Speaker, I say to the gentleman from Massachusetts (Mr. DELAHUNT), as a fellow coastie, and as a fellow member of the Committee on the Judiciary, I thank you again for having taken out this Special Order.

Mr. DELAHUNT. Mr. Speaker, I thank the gentleman from North Carolina (Mr. COBLE). We have been joined by another friend and a strong advocate for the Coast Guard representing the coast of Connecticut, the gentleman from Connecticut (Mr. SIMMONS).

Mr. SIMMONS. Mr. Speaker, I thank the gentleman for yielding me this time. It is a great pleasure for me to be here tonight to speak in support of our wonderful Coast Guard and the great things that they have done, not only in response to the terrible storm, Hurricane Katrina, but also the many things that they have done over the years to keep our people and our homeland more secure.

It is also nice to gather in a bipartisan fashion not to point fingers of blame, but to speak words of praise, because I think that is very appropriate. The time will come when the various oversight panels, commissions and committees, our own oversight committees will do the job of looking into what has gone wrong; but I think it is easy for us to gather here tonight and point out some of the things that have gone right.

The distinguished coastie to my left, the gentleman from North Carolina (Mr. COBLE), a Coast Guard person

many years ago, not too many years ago, but a few years ago, pointed out the motto is "Semper Paratus," always ready. They prepare their young men and young women in one of the finest institutions we have in this country, which is the Coast Guard Academy in New London, and I quickly say that the number of applications for that fine academy, for positions available, exceeds the number of applications that you get for your very fine Harvard college in Massachusetts and my very fine university in Connecticut.

In fact, of all colleges across the country, the Coast Guard Academy receives more applications for positions available than any other college in the country. It is a testament to the quality of education that they get there. It is a testament to the fine young men and women who graduate.

Mr. DELAHUNT. Mr. Speaker, I do not think that we can overstate and overemphasize the quality of education provided at the Coast Guard Academy. That is reflected really in the caliber and quality of the officers that it produces to serve in the United States Coast Guard and to have many of them go on to other careers in public service. It is a first-rate institution. With all due respect to the other services, clearly they also have service academies that are excellent, but the Coast Guard Academy in New London provides an education without equal.

Mr. SIMMONS. Mr. Speaker, I think the gentleman is absolutely correct. When we talk about being prepared or always being prepared, that preparation does begin for many of our Coast Guard officers at the academy. Of course then you have the OCS, which is also located at the academy. You have senior officer training, and you have leadership training for the noncommissioned officers in the Coast Guard.

So they are prepared. They are prepared to deal with difficult and dangerous situations. They are prepared to deal with fishermen at sea to make sure that our fisheries are regulated. They are prepared to deal with the recreational boaters that we have off the coast of Massachusetts, we have in Connecticut, and I suspect those are off the coast of North Carolina as well; and when those recreational boaters find themselves in difficulty, the Coast Guard is there.

They were prepared on 9/11, and when I went to New York City a few days after the attacks of 9/11, it was a Coast Guard cutter in the harbor of the Hudson River and a Coast Guard helicopter that was flying overhead, so a very quick and immediate response.

On Wednesday of the week of Hurricane Katrina, the day after the levees broke, I received a call from a friend of mine who lived in New Orleans, Louisiana, and he called to ask for my help to intervene in getting some Federal response down there as soon as possible. The next morning when I called him back, he said he had received a call from the Coast Guard, that he had

called them and they called him back and that two Coast Guard vessels were in the process of clearing the channel up into Louisiana to provide supplies, food, fuel and all of the things that were necessary, and that they had done it within 24 hours of the breaking of the levees. So it was a Federal response that was immediate and directed to assist people in distress.

The results speak for themselves. There were 24,135 lives saved; 33,544 individuals saved or evacuated. And 12,000 of those were saved by air resources. That means helicopters with long lines down into tree tops and roof tops, which is, by the way, a very dangerous undertaking not only for the individual on the end of the line but for the helicopter pilot and the crew because often they have to hover over power lines or trees where they can strike and crash. But none of those things took place.

Mr. DELAHUNT. Mr. Speaker, I think it is important to note that there is no training in any service to use a sledge hammer to break through a roof to rescue an individual while you are dangling from a helicopter. Some of our more recognized acts of heroism have been by rescue swimmers. I remember vividly that scene in the movie and also in the book "Perfect Storm" when those rescue swimmers from the United States Coast Guard, Air Station Cape Cod, I might add, went into seas of 80 and 90 feet. But here in New Orleans in the Gulf States, they do not have a specialty that involves breaking through roofs, walking through toxic water and being in the position where they are dealing with all sorts of very dangerous circumstances; but they did it, and they did it so well.

Mr. COBLE. Mr. Speaker, this is a good time for me to say this. The enlisted rate rescue swimmer was not known when I was in the Coast Guard.

Mr. DELAHUNT. Nor when I was. Mr. COBLE. It is probably the most unsung rate in the military. The Coast Guard has long been known as the armed service that gets more done for less. I do not mean this as an indictment against our sister services, by any means, but the orphan syndrome as has been pointed out. And this is a good time to mention the Deepwater Project because the Coast Guard needs additional appropriated moneys to address the antiquated equipment, the cutters, the helicopters, the aircraft that are in dire need of replacement.

Mr. SIMMONS. Mr. Speaker, I certainly agree with the gentleman from North Carolina (Mr. COBLE), and I thank the gentleman from Massachusetts (Mr. DELAHUNT) again for raising these issues tonight.

When we consider the flexibility of these men and women in addressing a problem that perhaps they had not seen before, and yet they did it successfully, they heard noises from the attics and rooftops, and they addressed those problems' need immediately. They

broke through and were able to bring people out. It is a great testament to the service and to their willingness to risk their lives and their safety to save others. That always has characterized the Coast Guard.

I think it is a testament to the excellence of this service that when it became clear that the Federal response was not producing the results that we all would have wanted in that circumstance, for reasons which will be determined at some future date, who was named to take over? It was Vice Admiral Thad W. Allen, chief of staff, third-ranking man in the Coast Guard, somebody I have met and known before, somebody who has had distinguished sea duties, somebody who actually headed up the Long Island Sound Station for a number of years. He is a highly educated, highly experienced, highly trained man with a somewhat low profile, but the capability to get the job done. That is so typical of our Coast Guard, that they are not out there with a lot of flash and a lot of pizzazz; but they get the job done, and that is so important.

Mr. DELAHUNT. Mr. Speaker, the point that the gentleman from Connecticut (Mr. SIMMONS) made about Admiral Allen being nominated by the President and put in charge, I think, went a long way to restoring the confidence of the American people in our ability to handle from that point on this emergency. I know that I share with both the gentleman from Connecticut (Mr. SIMMONS) and with the gentleman from North Carolina (Mr. COBLE) tremendous confidence in Admiral Allen.

The gentleman from Connecticut (Mr. SIMMONS) made the point earlier about they responded so quickly to the disaster that the first rescue actually occurred as the eye of the storm passed; and in the midst of the eye they began operations, plucking people out of harm's way. It is truly remarkable because they had a plan. They did that prepositioning. They were ready. They honored their motto, "Semper Paratus."

They knew what they were doing, and they are doing it again. I just read recently a memorandum, a Coast Guard memorandum, prepositioning and preparing for Hurricane Rita. If Members would bear with me for just a moment, let me read this so that maybe we can reassure some folks who feel threatened by what I understand is now a Category 5 hurricane: "The Coast Guard is preparing assets throughout the Gulf States for the arrival of Hurricane Rita which is expected to reach the gulf coast later this week. The Coast Guard is making strategic shifts in personnel resources while others are conducting overdue maintenance to aircraft used to support Hurricane Katrina relief efforts."

That goes to the admonition of the gentleman from North Carolina (Mr. COBLE) about the Deepwater Project and the need to provide assets so this

can-do service can do it, because we cannot continue to ask the impossible. I think we have to understand that those helicopters, those cutters, those small boats, not only are they old and in some cases they are described as legacy assets, and I presume that is a euphemism for really, really, really old, maybe my age or something along those lines.

But let me just cite one example of a legacy asset, and I think it really underscores the need for all of us, Democrats and Republicans, to come together and advocate for the assets that are necessary so the Coast Guard can continue to respond to these natural disasters, can continue to interdict drugs coming into our communities, can continue to respond to environmental disasters.

□ 2000

It is my understanding that they have responded in Louisiana and the Gulf States to over 240 fuel spills. Just imagine what that would mean if that preparedness, if that can-do attitude, if those resources were not there. I would believe it would be extremely dangerous and clearly wreak environmental ecological havoc in terms of the impacted and affected States. But they did it. They went out and they found a way to do it. But we cannot call upon them to continue to do it with legacy assets.

I remember vividly the story of a cutter called the *Storis*, launched in 1942, that still is in operation, that while in the Bering Sea on a rescue mission, while a lifeboat was being lowered to effect a rescue, the davits on the superstructure ripped off, dumping nine Coast Guard personnel into the freezing waters of the Bering Sea. Fortunately, those Coast Guard personnel were rescued, and those whom initially they were to rescue were also rescued. But think of the tragedy because of an aging fleet. I think out of 40 fleets, it ranks number 39 in terms of age as far as major naval fleets are concerned.

We are putting these heroes that are doing so much for us and for the American people at risk unless we accelerate the Deepwater Initiative, unless we provide the kind of assets that, when it comes time for such a crisis such as we have experienced and potentially could experience by this weekend, if we do not give them the assets, then we are asking them to do the impossible.

Mr. SIMMONS. Mr. Speaker, will the gentleman yield?

Mr. DELAHUNT. I yield to the gentleman from Connecticut.

Mr. SIMMONS. Mr. Speaker, let me speak briefly to that. I have had the honor for the last 4½, 5 years, to serve on the Coast Guard and Maritime Transportation Subcommittee. We initially supported the recommendations that were made by Admiral Loy, when he was commandant, to initiate the Deepwater project, which was the most ambitious recapitalization project in

probably the whole history of the Coast Guard. And I am looking at the gentleman from North Carolina (Mr. COBLE). We might consider him a legacy asset as well, because his historic knowledge of the Coast Guard is so substantial. But I will tell the Members he is just as sharp today as he has ever been; so some legacies are good. But one of the key considerations that we had when we bought on to the Deepwater project was, would the Coast Guard be able to implement this program successfully, and it was a very ambitious program, implement it successfully over a period of years? Certainly the subcommittee and the full committee under the leadership of the gentleman from New Jersey (Chairman LOBIONDO) and the gentleman from Alaska (Chairman YOUNG) have been extremely supportive. On occasions there has been some slippage in the funding, and we have tried to address that as a body. We know that the Coast Guard has to submit through OMB and that there are always challenges in doing that. But I think that this Congress has committed itself in a bipartisan fashion to the Deepwater project, and I think that we are beginning to see the phasing out of some of those legacy assets. My recollection is a year or so ago, we took over 100 small vessels out of the inventory and have been replacing them with more capable boats, which I think is tremendously important.

But also something that many Americans do not focus on when it comes to the role of the Coast Guard in homeland security and in dealing both with natural disasters and manmade disasters like 9/11 is we anticipate that there may be a breakdown of civil order in an area that is hit by a disaster of this sort. That is just something that we expect. And the Coast Guard, unlike the military, is not restrained by posse comitatus. The Coast Guard has arrest powers. They exercise those arrest powers in the war on drugs, where they operate in the Caribbean and elsewhere, and they are allowed to board ships and to arrest. They can exercise those powers in issues such as smuggling or other illegal activities. But, in fact, the Coast Guard has the capacity to go into an area that has been devastated by a natural or a man-made disaster where civil order has broken down, where there is no communication, where police cannot talk to firemen, firemen cannot talk to police. They can actually go in and they can arrest those who are doing harm and save those who need to be saved. And that is a unique capacity for our Coast Guard, and it reflects a very important capability as we look to the future of homeland security.

Mr. DELAHUNT. Mr. Speaker, reclaiming my time, there is an additional task that I know that we are aware of, and our colleagues here and I think many Americans, that when we talk about port security on the land

ready to deploy, particularly, for example, when an LNG tanker is coming into Boston Harbor or any harbor or any port in this country, that port security unit is there to ensure that there will be nothing untoward happen and that the vessel, the tanker, can unload without concern. And, again, those low profile, if you will, but absolutely essential critical tasks are performed every day.

I can remember directly in the aftermath of 9/11, cruise liners being boarded in Boston Harbor. And it was the Coast Guard that conducted the search, that had their divers go and check the hulls, that were there to provide confidence to the American people and to those particular passengers that they could enjoy their hard-earned vacation that they were taking on the cruise liner.

The Coast Guard implicates itself in so many different ways in our daily lives. The gentleman from Connecticut (Mr. SIMMONS) mentioned that if one is a recreational boater, there is nothing more assuring that, if they get themselves into some trouble, to know that they can get on that radio and they can call that Coast Guard; or if they are a commercial fisherman and they are out in tough waters and something should happen to their vessel, at least there is hope that they can be rescued.

Mr. SIMMONS. Mr. Speaker, will the gentleman yield?

Mr. DELAHUNT. I yield to the gentleman from Connecticut (Mr. SIMMONS).

Mr. SIMMONS. Mr. Speaker, a very sad moment in our history, but a moment where, once again, the Coast Guard was there and got the job done, the gentleman may recall just a few years ago the son of the late President Kennedy was flying an aircraft along the New England Coast, accompanied by his wife and his wife's sister. And, tragically, the aircraft went down just to the west of Block Island at the mouth of Long Island Sound. And it was a terrible event for all of us who remembered his father and the terrible tragedy of his father's death, and now it seemed that once again this family was in distress and that something terrible had happened to them. But the Coast Guard from our New London station and the Coast Guard from the Long Island Sound station moved out there very quickly and very efficiently. They set up staging areas offshore. They were able to locate the aircraft and to recover the aircraft in what was a sad moment but an important moment in our history, and they did it in a fashion that was respectful, that respected the Kennedy family, and also respected the emotions of all Americans who followed that tragic case for a couple of days, and they did it without fanfare and without a lot of hoopla. They just went about their business and got it done.

Mr. COBLE. Mr. Speaker, will the gentleman yield?

Mr. DELAHUNT. I yield to the gentleman from North Carolina.

Mr. COBLE. Mr. Speaker, this is not unlike a family reunion. The gentleman from Massachusetts (Mr. DELAHUNT) and I are former Coast Guardsmen. The gentleman from Connecticut (Mr. SIMMONS) represented the Academy in his district.

Let me share this with my colleagues. It has nothing to do with the recent problems in New Orleans, but it has much to do with the Coast Guard. Some years ago, I was having an evening meal in the home of a Coast Guardsman, who is the son of a former keeper at one of the lifeboat stations along the Carolina Coast. And my Coast Guardsman friend's mom, and the dad of the family had since expired, but she was almost in tears when she was recalling the decommissioning or the shutting down of the lifesaving stations along the Carolina Coast. She said it will never be the same again. The Coast Guard will never be able to function.

Well, old habits die hard, as the gentlemen knows, and, of course, the Coast Guard continues to function. What was going on was they were streamlining. They were decommissioning four or five stations, making one great support center or a group station, if you will. But the Coast Guard will indeed function well.

And this has been a very fine evening. I thank the gentleman from Connecticut (Mr. SIMMONS) for having joined the gentleman from Massachusetts (Mr. DELAHUNT). The gentleman from Massachusetts (Mr. DELAHUNT) was the lead dog. It was his idea, and I appreciate very much his having done it.

Mr. DELAHUNT. Mr. Speaker, I thank the lieutenant commander for his comments. I feel like I should salute at this point in time, given our respective histories in the Coast Guard.

I would like to just make an observation in response to the gentleman from Connecticut's (Mr. SIMMONS) review of the tragedy that befell the Kennedy family. As they both know, I represent the South Shore of Boston, Cape Cod and Nantucket and Martha's Vineyard, and obviously Hyannisport is on Cape Cod. I know Senator KENNEDY well. I know the Kennedy family well. And everything that the gentleman from Connecticut (Mr. SIMMONS) said was so true, that the way the Coast Guard conducted itself in a respectful, professional, no fanfare manner meant so much to that family in a time of tragedy and crisis, as it does with every family in this country.

We talked about aircraft. I happen also to have the Coast Guard airway stationed at a military reservation on Cape Cod. So I am familiar with those helicopters that go out and those fixed-wing aircraft. And as both the gentlemen know, their main search-and-rescue helicopter, the Jayhawk, experienced inflight engine failures at a rate of 329 mishaps per 100,000. The FAA sets a safety standard that is acceptable in terms of an aircraft at 1, not 329, but 1 mishap per 100,000 hours of flight time.

So what we have is not only do we have an aging fleet, and the Deepwater Initiative incorporates upgrading the air assets of the Coast Guard, and as the gentleman from Connecticut well knows, the First District extends from the Canadian border down to New York and that air wing is so important. And these failures limit the Jayhawk's ability to hover over a distressed vessel, for example, and places the lives of its crew and those that hopefully will be rescued in grave danger.

The indisputable fact is that the demands on the Coast Guard have vastly outpaced the resources that are available to them.

□ 2015

I think it is our responsibility to give them those assets, because we want them to escort that LNG tanker. And when the parents of an overdosed teenager discover that the Coast Guard boats were not fast enough to catch the drug dealers, even though they had the intelligence, they could not respond because they did not have the vessel, we do not want to look them in the eyes and say that we failed them.

Or when the family of a deceased fisherman discovered that the Coast Guard could not get there in time because that Jayhawk helicopter was grounded, we do not want that.

Two centuries of experience has taught us that we can rely on the professionalism and the heroism and the commitment of the Coast Guard, whether it is hurricanes or airplane crashes or dealing with drug smugglers, or dealing with foreign factory trawlers that we had a problem with in terms of overfishing our territorial waters. The Coast Guard has always been there. They have been on call for some 200 years.

Mr. Speaker, it is tempting sometimes to put things off. It is really easy here in Washington to do that. It is very tempting. But a long way from here, out in those waves and those white caps, when something is happening to people, that is what we have to keep in mind. We want to not just thank them for what they have done and honor them for what they have done; but we want, I know, to provide them with the wherewithal to continue to honor that wonderful motto of "Semper Paratus, always ready."

Mr. SIMMONS. Mr. Speaker, are we getting close to the end of our time?

Mr. DELAHUNT. I think we are winding down, and I just promised the gentlewoman from Ohio (Ms. KAPTUR) that I would give her 5 minutes on some unrelated topic that I do not know what she is going to address.

Mr. SIMMONS. Well, I have a concluding remark, and I think the gentleman from North Carolina does as well.

Mr. COBLE. Mr. Speaker, I just want the gentleman from Massachusetts to keep in mind that the gentlewoman from the Buckeye State is an appropriator, so she can appropriate some of these monies.

Mr. DELAHUNT. That is right. So we will be very good to her tonight.

Mr. SIMMONS. That is what we call a very "appropriate" comment.

Two concluding remarks, and I thank the gentleman for this Special Order.

The first is that approximately 2,200 active duty Coast Guard members and their families live and work in the area of Katrina, and many of those 2,000 families, Coast Guard families, active-duty Coast Guard families lost their homes and discovered that their families were evacuees, just as much as were citizens along the gulf coast. Yet in spite of that distress, they continue to perform in an outstanding fashion.

The Coast Guard Foundation, which is located in my hometown of Stonington, Connecticut, put out a press release that all retirees and all folks who participate in supporting the Coast Guard Foundation are invited to provide financial assistance, and they hope to raise about \$1 million of financial assistance to help those active duty families to recover with incidentals and costs that may not be covered as a routine matter.

So once again, it is an example of the Coast Guard family reaching out to take care of their own, to provide assistance, which is so much a part of the tradition of the Coast Guard.

Finally, I am most honored as an Army officer to be here with these distinguished Coast Guard officers and "Coasties," but I will share with my colleagues a personal story. My wife's father was in the Coast Guard, was the captain of the New London Port for a period during World War II, and then did convoy duty across the Atlantic for about 3½ years. So I feel a little bit of the tradition of the Coast Guard; and as we work to assist and support the next generation of Coasties, I think back to my father-in-law and his generation and all of the great things that they did.

Again, I thank the gentleman from Massachusetts and the gentleman from North Carolina for inviting me to participate.

Mr. DELAHUNT. Mr. Speaker, let me acknowledge the gentleman's advocacy on the part of the Coast Guard and the Coast Guard Foundation. Does the gentleman have an address or a contact for that foundation?

Mr. SIMMONS. Mr. Speaker, the foundation is located in Stonington, Connecticut, and their phone number is 860-535-0786, or they can call my office and we would be happy to put them in touch.

Mr. DELAHUNT. And that would be Congressman Robert Simmons, and I am sure that people from all over the country would not have difficulty finding that number, and it would certainly be a wonderful acknowledgment of the Coast Guard personnel that are saving lives, are protecting people, and yet have experienced their own losses as a result of Katrina. I know right now, those helicopters and those fixed-wing aircraft and those vessels of the

United States Coast Guard are out there ready for Rita and any consequences that hopefully, God willing, will not be visited upon any of our American people.

Mr. FILNER. Mr. Speaker, today I am pleased to join my colleagues: the Gentleman from Massachusetts, Mr. DELAHUNT; the Gentleman from New Jersey, Mr. LOBIONDO; the Gentleman from North Carolina, Mr. COBLE; and the Gentleman from Mississippi, Mr. TAYLOR, to pay tribute to the U.S. Coast Guard. Let me also add a personal note to the Distinguished Gentleman from Mississippi, (Mr. TAYLOR) to express my deepest concerns for him and his family after the tragic events of Hurricane Katrina.

Mr. Speaker, as the Ranking Democrat on the Subcommittee on the Coast Guard and Maritime Transportation, I have the privilege of working closely with our men and women who bravely serve in the Coast Guard.

Mr. Speaker, on Friday September 16th, I had the privilege of joining my subcommittee's Chairman, Mr. LOBIONDO, on a tour of New Orleans and the disaster area impacted by Hurricane Katrina. Mr. LOBIONDO and I came together, put aside our political differences, and focused all of our attention on the needs of the Coast Guard. Even before we toured the Gulf Coast, Mr. LOBIONDO and I, along with Chairman YOUNG and Ranking Member OBERSTAR, added language to the Coast Guard and Maritime Authorization Act to honor and commend the Coast Guard for their valiant work in the wake of Hurricane Katrina.

During our visit, we had the opportunity to listen to crew members, pilots, and other Coast Guard personnel describe to us the horrific and tragic events that happened in the days following the hurricane.

Upon the announcement that a category 5 hurricane was on a path for the Gulf Coast region, the Coast Guard acted diligently to activate a plan of redeploying their forces and resources so that they could be on the ground operating as soon as the path of the storm had cleared.

The Coast Guard's plan exceeded expectations, and because of their resolve to respond to the country's needs, the Coast Guard was operational and in-place allowing the very first air rescue to take place within two hours of the hurricane passing the region.

The numbers speak for themselves: since Katrina hit the Gulf Coast the Coast Guard has saved or evacuated 33,500 people. One helicopter crew rescued 150 during a single shift!

Mr. Speaker, with incredible resolve and expertise, the U.S. Coast Guard brought order and infrastructure to the unstable region. Because of their strategic planning, training, and leadership the Coast Guard was able to implement and carry forth a plan of action that saved lives.

Before, during, and after the events of Hurricane Katrina the Coast Guard clearly showed the nation that their motto, *Semper Paratus—Always Ready*, is very well-earned.

In addition to exceptional performance in the Gulf Coast, the Coast Guard continues to serve our nation across the seas and borders of U.S. waters. On a daily basis, the Coast Guard is intercepting drug smugglers, monitoring illegal immigration, and rescuing hundreds lost at sea.

In recent years, the Coast Guard has been charged with some very difficult tasks. Since

being moved to the Department of Homeland Security, their role has grown and expanded. To date, they have met many challenges, and exceeded every expectation.

Mr. Speaker, it is my hope that my colleagues will join me in honoring the service men and women of the Coast Guard. They are the ones who foresaw the dangers that threaten our soil and they are the ones that responded.

Let us never forget, that all of our service members, regardless of department, serve our nation bravely. They volunteer, without hesitation, and I join all Americans in gratitude for their service.

Mr. DELAHUNT. Mr. Speaker, I yield to the gentlewoman from Ohio (Ms. KAPTUR), my distinguished colleague and friend.

#### HONORING THE LIFE AND LEGACY OF BARNEY QUILTER

Ms. KAPTUR. Mr. Speaker, I would like to thank my dear colleague, the gentleman from Massachusetts (Mr. DELAHUNT), for yielding me the remaining time and thank our colleagues, the gentleman from North Carolina (Mr. COBLE) and the gentleman from Connecticut (Mr. SIMMONS), for participating in this great tribute to the Coast Guard, which we on the Great Lakes know so well.

I am honored to add these words this evening as we close the House. That is, Mr. Speaker, summer's end has ushered in the end of an era to the region I represent of northwest Ohio. Our community's elder statesman, Barney Quilter, passed from this life on August 17, 2005, and he had achieved 86 years young. As husband, father, father figure for our community, kind and generous spirit, and political leader, he built a legacy that spanned more than 3 decades of service, even after his 1994 retirement from Ohio's General Assembly.

His achievements were stellar. He championed the Maumee Bay State Park on Lake Erie as a lasting legacy to the future, the largest State park in Ohio. He sponsored worker protection laws, guiding into place in our State cornerstones to working men and women's rights. Barney Quilter left so much to all of us. His quiet diligence brought so many efforts to fruition. Improvements throughout our State may be laid to his credit. Former colleague Patrick Sweeney of Cleveland explained that Representative Quilter's legacy can really be found in all of the accomplishments that do not carry his name. He noted, it just got done. You never saw Barney's fingerprints on a news release; it was just the way he was. His influence is, and will be for many years, enormous.

Born in 1919 to James and Helen Marie Quilter, James Barney Quilter grew up on Toledo's famous East Side. A boxer, his career ended when he was called into service in World War II where he served in the Army's 167th Combat Engineering Battalion. In 1967, he was persuaded to run for State representative. Reluctant, he finally agreed, but only for one term. Toledo's voters decided differently and reelected

□ 2030

him to successive 2-year terms until he retired at the end of his 14th term.

Truly a statesman in the best sense of the word, Barney Quilter rose to power and prominence in the Ohio legislature, serving as its speaker pro tempore, leading the Ohio House in tandem with Speaker Riffe for 20 years, an acclaimed and effective, powerful team. Partisanship was not Barney's goal. He worked side by side with legislators to move forward initiatives which benefited all the people of Ohio.

Henry Clay said: "Government is a trust, and the officers of the government are trustees; and both the trust and the trustees are created for the benefit of the people." This creed expressed by the 19th century giant was exemplified in the tenure of Representative Barney Quilter. His example should be emulated by all of us in public life.

A noble public servant, Barney shared his expertise and wisdom with any and all who asked. He was a real mentor to many, including myself; to his own son Bernie who also followed a path into public service. His daughter Mary Ann has devoted herself to her family and to educating the next generation. Barney and Mary's family are living testimonials to the dedication to others their stellar family exemplifies.

Despite his legislative career, Barney Quilter never lost sight of his true happiness: his wife and his children. He and his wife Mary shared 52 loving years together until Mary's passing in 1996. For nearly 2 decades, Barney faithfully would minister to her, even reading to her regularly, as she bore gracefully a debilitating illness that made it impossible to communicate with her family. He loved her so much.

Barney's own passing leaves his son Bernie and daughter Mary Ann and six grandchildren with our heartfelt condolences. We mourn the passing of this great American. We can celebrate his life and his service. May his strength and goodness guide us all as we seek to follow in his footsteps, always moving forward, no matter how steep the hill. Thank you, Barney Quilter. Onward.

#### PROGRESS IN IRAQ

The SPEAKER pro tempore (Mr. REICHERT). Under the Speaker's announced policy of January 4, 2005, the gentleman from Iowa (Mr. KING) is recognized for 60 minutes.

Mr. KING of Iowa. Mr. Speaker, I appreciate the opportunity to address my colleagues and the opportunity to raise some issues before the American people as we deliberate in this great body, the United States House of Representatives.

During the period of time that the House is not in session during August, commonly referred to as the August break, seldom is it a break for any of us, except that it changes our rhythm and we go do some other things. Generally, we do things to reach out and serve the people that we have the privilege and honor to represent.

This August was no exception. There were many Members who went out across the country and across the world and went on CODELs and traveled on their own accord and visited different places and brought back that breadth of knowledge. It occurred to me sometime in, I will say late May or early June, that it had been some time since I had been to the Middle East and been back to Iraq. I had been there twice in the past, but 12 months or more had gone by, and I had not been back there since.

As I listened to the mainstream media and began to get a picture of what was going on over in Iraq, it was a pessimistic one. As I talked to the troops who were coming back, particularly in Iowa, I got a different picture. As I listened to the briefings that came from the Secretary of Defense and the Chairman of the Joint Chiefs of Staff, General Myers, I got a picture that was consistent with the picture of our military that was serving on the ground in Iraq and in Kuwait and in supporting roles around that theater.

Yet you can listen to all the information you want to listen to, you can read all the documents you like, you can read The New York Times and watch the mainstream television stations, and you can surf the Internet, but the perspective does not come until you go and put your own boots on the ground and look the soldiers in the eye that are serving there in that theater; those that have been there; those that have put their lives on the line; those who have risked their lives willingly in order to protect and preserve the freedoms that we have here and advance those freedoms to the people who live there.

So we began to organize a trip to go during the month of August over to Iraq. I wanted to go also to Afghanistan at the same time. I was not able to add Afghanistan to this trip because there was an election coming up which just took place over in Afghanistan, so they were not going to allow Members of Congress in there to make their situation, in preparing for those elections, more difficult.

But Iraq was still an open area that we could go into. As I looked at the map of Iraq and the places that I had been, and in talking to the Members of this Congress who have made, some of them, as many as four trips or more over into that region, there were some places that we did not have a lot of experience with, some places we had not looked at.

In fact, this Congress appropriated \$18.4 billion for the reconstruction in Iraq that included roads, sewers, bridges, electrical generation and transmission, and the oil distribution system; to upgrade the ports and upgrade the schools and hospitals, the kinds of things that would put Iraq up into maybe the last quarter of the 20th century or, if all goes well, at some time they will be into the first quarter of the 21st century.

But, Mr. Speaker, in spite of all of the things that we have done over there, the disaster that Iraq has been from the perspective of allowing their infrastructure to erode over the last 35 years and a dictator that had his power as his God, and his people at his feet, a person who took his death and destruction to many wings of Iraq, and starved them and kept them from getting medicine and education and health care, and sometimes shut off their water, as he did in the southern part of Iraq.

But we invested in their infrastructure. The American people put \$18.4 billion up front. And we said at the time it was about a \$100 billion project to try to get Iraq up into the last quarter of the 20th century, a more modern world.

And if they cannot get their country more modernized, it is going to be significantly more difficult for them to be able to sustain the type of government that I pray will become a constitutional republic that represents the people in Iraq and the will of the people in Iraq.

And so the \$18.4 billion was invested. And most of it was committed to projects, and we knew that in this Congress. And we committed to the support of that. But no one had really been over there to follow and track the projects. And in fact I was not aware of a single Member of Congress that had gone into Basra in the south, in the British region. So we put that on our schedule.

And the wetland area where the swamp Arabs lived, they were over 800,000 strong. And when Saddam was finished putting down their insurrection that began about in about 1991 or 1992, he had killed approximately 120,000 of them and run off maybe 450,000 and there remained maybe 200,000 of the 800,000 swamp Arabs that lived in an area that was a wetland twice the size of the Everglades, Saddam drained it, turned the water away from it, and forced many of them out and changed their life.

So we went to Basra and looked at that region in the south, and the oil region there. We went to the wetlands and flew over that in a British helicopter and looked at that, and we went up to Kirkuk in the north, another area that many Members had not seen.

And in that process we came back down through Baghdad, and we did meet with a significant number of people who had been involved in the reconstruction of Iraq. We saw project after project that was there. We saw places where the money went. And along with that on that trip myself, and also the gentleman from Texas (Mr. BURGESS) who was on his fourth trip, the gentleman from Texas (Mr. CUELLAR) from Laredo, who was elected to this Congress and sworn in here in early January of this year, and did not take him very long, he has made his trip to Iraq to start things out, and I appreciate your company along on that trip. Also