

intercept a Japanese force of cruisers and destroyers attempting to bombard Henderson Field on Guadalcanal. The *Farenholt* performed admirably, sinking an enemy destroyer despite taking heavy casualties from three direct hits from enemy fire. The brave crew managed to keep their ship afloat by shifting topside weight to the starboard, thereby lifting the shell holes out of the water. Thanks to the dedication and ingenuity of her crew, the *Farenholt* lived to fight another day.

In fact, she spent the next 2 years crisscrossing the South Pacific, providing cover for landings, escorting convoys, and rescuing downed pilots.

Her crew once again proved their courage on the night of February 17, 1944, when they launched a daring dash through the St. George Canal in the Solomon Islands to attack the Japanese stronghold at Rabaul. They managed to sink two enemy merchant ships in the process, and General Douglas MacArthur wrote that the raids on Rabaul were "splendid in every way and were conceived and accomplished in the best Farragut manner."

The sailors of the USS *Farenholt* were awarded two Navy Crosses, two Silver Stars, five Bronze Stars, eight Letters of Commendation, and 46 Purple Hearts for their service and sacrifice to our country.

Madam Speaker, I would like to acknowledge a constituent of mine, Gene Fithian of Newburgh, Indiana. Last year, I met with Gene in my office in Evansville, and he shared stories about the *Farenholt* and his shipmates. Gene put my staff in touch with other men who served aboard the *Farenholt*, and this resolution would not have been possible without their valuable input. Thank you, Mr. Fithian.

It is with a deep sense of gratitude and appreciation that we honor the men of the *Farenholt* and their loving spouses, widows, and children. They are part of our "Greatest Generation," and I encourage all my colleagues to join me in honoring their sacrifices.

Madam Speaker, I reserve the balance of my time.

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Mrs. DRAKE. Madam Speaker, I yield myself as much time as I might consume.

I rise today in support of House Resolution 1248, which recognizes the service of the destroyer USS *Farenholt* and her men who served our great Nation with bravery in the South Pacific during World War II.

The USS *Farenholt* was commissioned on April 2, 1942 at the Brooklyn Navy Yard. The destroyer sailed from San Diego, California on July 1, 1942 for the Pacific.

Also known as the Fightin' F, she participated in the United States' first land offensive of World War II, the August 1942 invasion of Guadalcanal. The next month, *Farenholt* also served as an escort for the aircraft carrier USS *Wasp*, which was attacked by two

enemy submarines. When the *Wasp* sank, the *Farenholt* rescued 143 of her survivors.

The Fightin' F fought in the battle of Cape Esperance in October 1942, and joined the American force that intercepted and defeated Japanese destroyers and cruisers. During the fight, the *Farenholt* suffered 46 casualties and severe damage from three direct hits. Despite this, her crew kept her from sinking, and she joined in the February 1944 destroyer raid on the Japanese stronghold at New Guinea where she sank two merchant ships. That raid earned very high praises from General Douglas MacArthur.

I want to thank my colleague, Mr. ELLSWORTH of Indiana, for introducing this legislation.

I urge my colleagues to recognize these brave and dedicated men of the USS *Farenholt* by supporting House Resolution 1248.

Madam Speaker, I reserve the balance of my time.

Mr. ELLSWORTH. Madam Speaker, I also reserve the balance of my time.

Mrs. DRAKE. Madam Speaker, I yield as much time as she may consume to the gentlewoman from Colorado (Mrs. MUSGRAVE).

Mrs. MUSGRAVE. Madam Speaker, I thank my colleagues. It's truly an honor to stand here tonight and pay gratitude to our World War II veterans. I was very proud to cosponsor this resolution honoring the USS *Farenholt* and her crew.

Radarman 1st Class Kenneth S. Buffington served on the *Farenholt* from 1942 to 1945. Kenneth was born and raised in Nebraska, and he lived on his family's farm until he joined the United States Navy. After the war, he became a plumber, and he has called Fort Collins, Colorado his home for the last 55 years. He will celebrate his 89th birthday in September.

Kenneth fought 11 battles aboard the *Farenholt*. The destroyer endured 12 credited engagements from Guadalcanal to Okinawa. When at battle stations, Kenneth helped man the guns to help defend his ship and crew mates and to ensure that the Fightin' F could engage the enemy on another day.

The *Farenholt's* accomplishments are many, as my colleagues have mentioned, including the repelling of Japanese air attacks, the bombardment of enemy positions, the supporting of carrier raids, and the performing of rescue operations as well as that of escort and patrol duty. In battle, the crewmen were often stretched to their limits, remaining at battle stations around the clock, sleeping little but doing their duty. The crew of the *Farenholt* suffered casualties, but they always fought courageously and greatly contributed to the success of the operations in which they took part.

Twice, the *Farenholt* was badly damaged by gunfire and by shell fire, but she survived to celebrate V-J Day, and was decommissioned in April of 1946.

It is my great privilege to represent Kenneth Buffington and his family, and

I am proud to honor the USS *Farenholt*, her crew and all of our World War II veterans and their families.

Mr. ELLSWORTH. Madam Speaker, I would also like to thank the gentle lady from Virginia.

At this time, I have no further requests for time, and I'm prepared to close after my colleague has yielded back.

I continue to reserve the balance of my time.

Mrs. DRAKE. Madam Speaker, I have no additional speakers.

I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Indiana (Mr. ELLSWORTH) that the House suspend the rules and agree to the resolution, H. Res. 1248, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

The title was amended so as to read: "Resolution recognizing the service of the USS *Farenholt* and her crew who served the United States with valor and bravery in the South Pacific during World War II."

A motion to reconsider was laid on the table.

HONORING THE SERVICE OF LANDING SHIP TANK VETERANS

Mr. ELLSWORTH. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1316) honoring the service of the Navy and Coast Guard veterans who served on the Landing Ship Tank (LST) amphibious landing craft during World War II, the Korean war, the Vietnam War, Operation Desert Storm, and global operations through 2002 and recognizing the essential role played by LST amphibious craft during these conflicts.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1316

Whereas the Landing Ship Tank (LST) was the military designation for naval vessels created during World War II to support amphibious operations by carrying significant quantities of vehicles, cargo, and landing troops directly onto an unimproved shore;

Whereas the British evacuation from Dunkirk in 1940 demonstrated to the British Admiralty that the Allied Forces needed relatively large, ocean-going ships, capable of the shore-to-shore delivery of tanks, other vehicles, and troops for amphibious assault upon the continent of Europe;

Whereas at their first meeting at the Atlantic Conference in August 1941, President Franklin D. Roosevelt and British Prime Minister Winston Churchill agreed with the Admiralty about the need for improved ships that could land on and retract off a beach;

Whereas in 3 separate acts, dated February 6, 1942, May 26, 1943, and December 17, 1943, Congress provided the authority for the construction of LSTs;

Whereas 1,051 LST amphibious craft were constructed during World War II;

Whereas 70 percent of LSTs were built at inland shipyards on the Illinois and Ohio Rivers, mainly by female construction, welding, and assembly line workers;

Whereas the first LST, commissioned on October 27, 1942, was a 328-foot ship with unique characteristics of bow doors and a ramp to transport troops, a reduced forward draft of fewer than 4 feet for successful beaching, 9 knot speed, a flat bottom, and equipped with 20-millimeter and 40-millimeter guns on the upper and main decks;

Whereas the LST saw action in every theater of World War II, receiving the second most battle stars after Destroyers, and mission flexibility was its hallmark;

Whereas the multiple missions performed by the LSTs included not only the amphibious landings of troops, vehicles, and other materiel, but also serving as motor torpedo boat tenders, battle damage repair ships, aircraft engine repair ships, mini-aircraft carriers, launch craft for fixed wing reconnaissance aircraft, and medical care;

Whereas LSTs led the D-Day evacuation of 41,035 wounded men back across the English Channel from the Normandy beaches;

Whereas World War II naval historian Samuel Eliot Morison described the LST as the "most useful all-around craft invented by the Navy";

Whereas during World War II, Navy and Coast Guard sailors manned the LST from the ships' combat debut in the Solomon Islands in June 1943 until the end of hostilities in August 1945;

Whereas LSTs were involved in the invasions of Sicily, Italy, Normandy, and southern France;

Whereas LSTs served as an essential element in the island-hopping campaigns in the Pacific Theater, including the liberation of the Philippines and the capture of Iwo Jima and Okinawa;

Whereas the brave sailors serving on the LSTs survived typhoons and other harsh weather, attacks by kamikaze planes and enemy submarines, ocean mines, and the dangers and stress of combat;

Whereas the Navy's amphibious forces rolled out tons of equipment and thousands of men onto the beaches at Normandy, France, in June of 1944, leading the way for the massive Allied invasion that wrested Europe from the power of the Nazis;

Whereas the LSTs and the sailors who manned them continued to provide amphibious landing and other services for 57 years following World War II, serving in the Inchon Landing and other operations during the Korean war, the Vietnam war, the 1974 refugee evacuations from Vietnam, Operation Sea Angel to provide humanitarian assistance to Bangladesh, Operation Desert Shield, Operation Desert Storm, and Operation Restore Hope in Somalia;

Whereas several thousand surviving Navy and Coast Guard World War II veterans are members of the United States LST Association, headquartered in Oregon, Ohio;

Whereas members of the United States LST Association and the USS LST Ship Memorial, Inc., successfully secured legislation that allowed for the retransfer of the LST 325 from Greece and volunteered members to go to Greece in 2000 to restore and refurbish the LST 325;

Whereas World War II-era LST veterans sailed the LST 325 from Greece to the United States, arriving in Mobile, Alabama, on January 10, 2001;

Whereas the LST 325 is 1 of only 2 World War II-era LSTs to be preserved in the United States, and volunteers with the USS LST Ship Memorial have converted the LST 325 into an operational museum and memorial ship based in Evansville, Indiana, to preserve the historic legacy of these ships and

honor the men who bravely served their country aboard LSTs;

Whereas the LST 325 has sailed over 9,000 miles and visited 13 cities since returning to the United States, and is scheduled to sail up the Mississippi River in August 2008; and

Whereas the Navy decommissioned the last LST, the USS Frederick (LST 1184), at a ceremony at Naval Station Pearl Harbor on October 5, 2002; Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the essential role played by Landing Ship Tanks (LSTs) during World War II, the Korean war, the Vietnam war, Operation Desert Shield, Operation Desert Storm, and many other military and humanitarian operations;

(2) honors the service of the Navy and Coast Guard sailors who bravely served their country aboard the LSTs;

(3) acknowledges the debt modern amphibious operations owe to the LST sailors and ships in pioneering the multiple missions carried out by amphibious landing craft; and

(4) commends the many volunteers of the USS LST Ship Memorial who have preserved the LST 325 as a living memorial in honor and remembrance of the ships and veterans in their service.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Indiana (Mr. ELLSWORTH) and the gentlewoman from Virginia (Mrs. DRAKE) each will control 20 minutes.

The Chair recognizes the gentleman from Indiana.

GENERAL LEAVE

Mr. ELLSWORTH. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks on the resolution under consideration.

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

There was no objection.

Mr. ELLSWORTH. Madam Speaker, I yield myself such time as I might consume.

I rise in support of House Resolution 1316, which honors the service of the Navy and Coast Guard veterans who served on the Landing Ship Tank (LST) amphibious landing craft.

I want to thank the gentleman from Massachusetts (Mr. MCGOVERN) for bringing this important resolution before us. As an original cosponsor of the measure, I'm eager for its swift passage.

At this time, I'd like to yield such time as he may consume to the sponsor of House Resolution 1316, the gentleman from Massachusetts (Mr. MCGOVERN).

Mr. MCGOVERN. Madam Speaker, I want to thank the gentleman from Indiana, who represents the home base of the USS LST Memorial Ship, the LST-325, for yielding me the time.

Madam Speaker, I could not be more proud to see this resolution come before the House today for consideration. The Navy and Coast Guard sailors and seamen who served on these LSTs are true American heroes. They fought for this country in some of the most decisive battles in our history, from the 1940s to the early 1990s, and they deserve to be recognized.

I am glad that the United States Congress will be going on record in commending these veterans for their service, and it's especially nice that this resolution comes up today before the LST veterans have their national convention in Washington, D.C. at the end of August.

I want to express special appreciation to Armed Services Committee Chairman IKE SKELTON and to Ranking Member DUNCAN HUNTER for moving this bill forward in order to honor these veterans and their service.

Madam Speaker, this resolution would not have happened without a number of veterans who have remained active in preserving the heritage of the LSTs. Peter Leasca from Worcester, Massachusetts deserves a lot of the credit. He has really educated me and a lot of my colleagues about what these ships meant to the Navy, what they meant to the Allies in World War II and what they meant and still mean to the people who served on them.

I also want to express my gratitude to Mike and Linda Gunjak, at the United States LST Association, and to Captain Bob Jornlin, at the USS LST Memorial Ship, for all of their help, support and guidance on this resolution.

A few years ago, in working with Congressman RALPH HALL, I was able to get language in a defense authorization bill that allowed the Government of Greece to transfer ownership of the USS LST-325 to the USS LST Memorial Ship, Inc., the nonprofit organization set up by LST veterans to bring the LST-325 home and to turn it into an operational memorial and living museum.

LST veterans went to Greece; they refurbished by the sweat of their own brow the LST-325, and sailed her home. Now it's here in the United States so that all Americans can learn about the essential role the LSTs played in our history and about the service and sacrifices made by their crews.

World War II naval historian Samuel Eliot Morison described the LST as the "most useful all-around craft invented by the Navy," but a lot of people don't fully appreciate just how important the LSTs were to achieving victory in World War II, not only during the D-Day invasion but also throughout the Pacific theater, including the liberation of the Philippines and the capture of Iwo Jima and Okinawa. They were reliable and flexible just like their crews, and the image of men and of equipment off-loading on the beaches of Normandy is burned into the imagination of the American people and of all World War II-era veterans.

After World War II, the LSTs were put to great use in the Korean War, in the Vietnam War and in other military conflicts, but they were also used to deliver humanitarian assistance, which helped to literally save the lives of thousands of people and win a lot of hearts and minds around the world for the United States. Beginning in World

War II, when the LSTs evacuated over 41,000 wounded men back across the English Channel from Normandy, to Operation Sea Angel in Bangladesh, the LSTs have also been a symbol of hope to those in grave need or peril.

On Easter Sunday morning in 1945, Peter Leasca was aboard LST-824, carrying men and armored vehicles onto the heavily defended beaches of Okinawa, just 340 miles from the Japanese mainland. He was a 20-year-old naval medical corpsman. He witnessed the fierce fighting from the Japanese holding the island. He saw a kamikaze pilot slam his plane into the battleship USS New Mexico, killing 30 sailors and setting the ship ablaze.

Now at the age of 83, this very special World War II veteran and his fellow LST veterans across the country are being recognized by a grateful Congress for their service and for the essential role the LSTs played so long ago.

I thank them for their service. I thank them for their sacrifice. I thank them for keeping this history alive. May God bless them all.

I would again like to thank my colleague from Indiana (Mr. ELLSWORTH) for his generosity in yielding me this time, for his leadership in this Congress and for his friendship.

[From the MetroWest Daily News, July 28, 2008]

NAVY VETERANS TRIBUTE BILL LANDS IN CONGRESS

(By Chris Bergeron)

On Easter Sunday morning, 1945, Peter Leasca rode aboard a Landing Ship, Tank or LST carrying men and armored vehicles onto the heavily defended beaches of Okinawa just 340 miles from the Japanese mainland.

Throughout that day, the then-20-year-old naval medical corpsman witnessed "fierce fighting" from Japanese defenders and a Kamikaze slamming into the battleship USS New Mexico, killing 30 sailors and setting it ablaze.

Four-and-a-half months later, Japan surrendered and a year after that Leasca returned home, attended college, married and raised four children while working as a stockbroker.

If all goes as planned, the 83-year-old veteran from Worcester and his shrinking "Band of Brothers" who served on amphibious vessels will be thanked by the U.S. government for their service during World War II.

Recognition has been a long time coming.

Local World War II veterans, like Howard Rouse and Rosario George Puliafico, who served aboard LSTs or similar craft, are grateful for the belated recognition but hope the honors extend to those in all branches who lost their lives defending their country.

"LSTs and ships like them were the keys to victory. But a lot of guys lost their lives," said Rouse, a Framingham resident who retired after 40 years in broadcasting. "I think what they did shortened the war. I think they should be recognized."

With an estimated 1,025 World War II veterans dying every day, according to the Department of Veterans Affairs, Leasca is getting closer to winning his last battle to earn recognition for the men who served aboard amphibious landing craft.

"Guys like us are a vanishing group," said Leasca. "We're in our twilight years."

On the floor of the U.S. Congress, Rep. James McGovern will call for a vote Wednesday,

July 30 on a resolution he authored with input from naval veterans to honor all who served aboard amphibious landing craft in World War II, Korea, Vietnam and Operation Desert Storm through 2002.

McGovern predicts the bill, House Resolution 1316, will pass and be sent to the Senate and the President for confirmation.

McGovern said veterans, like Leasca, Rouse and Puliafico, "who served on these LSTs are true American heroes."

"They fought for this country in some of the most decisive battles in our history. And they deserve to be recognized," he said.

McGovern added the vote was scheduled for this month so it would precede the LST veterans' annual convention in Washington, D.C., in August.

He credited Leasca for "really educating me" and congressional colleagues about the contributions and sacrifices made by those who served aboard amphibious vehicles. U.S. Rep. William Delahunt is also one of the resolution's sponsors.

Decades after the war's end, Leasca fought a successful rearguard action to honor his martial colleagues and return to the U.S. the 64-year-old LST-325 from Greece, where it served the Greek navy for 20 years.

For years he's been one of the most active members and former president of the Amphibious Veterans of Massachusetts.

Leasca said the 328-foot-long LSTs lacked modern amenities but inspired loyalty from the crews of about 120 men who served aboard them.

Waxing nostalgically, he recalled living on his LST as it wove the arduous voyage through the Panama Canal, into submarine-infested waters and on to Hawaii.

"We went up and down, rocked left and right. Sometimes it got pretty rough," Leasca remembered. "It was a long voyage like an ocean cruiser. I saw porpoises and sights I'd never seen before."

He pointed out the World War II naval historian Samuel Eliot Morrison described LSTs as "the most useful all-around craft invented by the Navy."

As time passes and veterans of amphibious craft fade away, Leasca "wants to do everything I can for the ungainly ships and the men who sailed them into combat."

"I want to do something for all the vets of America," he said. "And I want to give recognition to a glamorous ship. Too often, historians don't mention the LSTs. So we've got to toot our own horn to get recognition."

For more information about the Amphibious Veterans of Massachusetts, visit www.amphibvetsofma.org.

To read the text of House Resolution 1316 and to check on its status, go to the Library Congress Web site, <http://thomas.loc.gov>, and type in H. Res. 1316 in the search engine.

USS HENRY COUNTY (LST-824)

The USS *Henry County* (LST-824) was an LST-542-class tank landing ship built for the United States Navy during World War II. Named for counties in Alabama, Georgia, Illinois, Indiana, Iowa, Kentucky, Ohio, Tennessee, and Virginia, she was the only U.S. Naval vessel to bear the name.

Originally laid down as LST-824 by the Missouri Valley Bridge & Iron Company of Evansville, Indiana on 28 September 1944; launched 8 November; sponsored by Mrs. Harry W. Groot; and commissioned 30 November with Lieutenant Jesse D. Jones in command. After shakedown off Florida, LST-824 departed New Orleans 4 January 1945 for San Diego, arriving there on the 24th. She embarked 107 "bluejackets," then sailed for Pearl Harbor 26 January. During February she performed training exercises out of Hawaii, then loaded troops and equipment to

depart Pearl Harbor 12 March. For the next month she steamed through the Pacific, stopping at Eniwetok, Guam, and Saipan before proceeding to Okinawa. American forces were already engaged in the fierce struggle to wrestle Okinawa from enemy control when LST-824 departed Saipan 12 April. Five days later she arrived off China Wan and commenced discharging troops and equipment on the embattled island. The landing ship returned to Saipan 27 April for reinforcement troops and cargo, and again steamed for Okinawa. For the remainder of World War II, she shuttled supplies between Okinawa and the Philippines in preparation for a possible invasion of Japan. After the Japanese surrender, LST-824 operated with occupation forces in the Far East until sailing for the United States in November. Arriving Portland, Oregon on 5 December, she decommissioned there 15 May 1946 and joined the Pacific Reserve Fleet. While berthed with the Columbia River Group, LST-824 was named USS *Henry County* (LST-824) on 1 July 1955.

Henry County recommissioned 5 September 1959 with Lieutenant R. L. Dodd in command. After refresher training, LST-824 departed the West Coast 19 March 1960 for the Far East, arriving Yokosuka 2 weeks later. During the next 4 months she transported supplies, performed training exercises with U.S. Marines, and engaged in joint operations with Korean forces before returning to Long Beach 19 August. Following 20 months of operations along the West Coast, *Henry County* sailed for the mid-Pacific in April, 1962 then performed transport and amphibious duties out of Hawaii. In September she was assigned to Task Force 8 for the nuclear tests in "Operation Dominic." Since the tests were considered vital to the nation's security, the Navy demonstrated her ability once again to keep pace with the advances of technology developed to maintain peace through strength. From December, 1962 through December, 1964 *Henry County* performed amphibious training operations off the California coast. Decommissioned (date unknown), the ship was struck from the Naval Vessel Register 11 April 1975. Subsequently transferred to Malaysia and renamed *Sri Banggi* (A 1501), her final fate is unknown.

LST-824 received one battle star for World War II service and four battle stars for Vietnam service.

USS LST-325

CRETE TO USA (2000-2001)—ORIGINAL SAILING CREW

James Bartlett, Marble Falls, TX; John Calvin, Dunnellon, FL; Jackson R. Carter, Palos Verdes, CA; Donald Chapman, E. Moline, IL; James Edwards, Canton, TX; Corbin Fowkes, New Bethlehem, PA; William "Rocky" Hill, Surprise, AZ; Norval Jones, Auburn Hill, MI; Capt. Robert Jorlin, Earlville, IL; Donald K. Lockas, Marseilles, IL; Gary Lyon, Roseville, MN; Joseph Milakovich, Wauwatosa, WI; Ronald. Maranto, Metairie, LA; and James F. McCandrew, Sebastian, FL.

Richard Meyer, Lincoln, NE; Don Molzahn, Sr., La Crosse, WI; Michael Nedeff, Huber Heights, OH; Bill Nickerson, Margate, FL; Dominick Perruso, Easton, PA; Joe Sadler, Ketchikan, AK; Harold Slemmons, Lone Oak, TX; Paul L. Stimpson, Lock Haven, PA; Edward Strobel, Decatur, IL; Dewey L. Taylor, W. Palm Beach, FL; Bruce Voges, Oakwood, IL; Albert J. White, Roswell, NM; Lauren Whiting, Barker, NY; and Bailey M. Wrinkle, McKenzie, TN.

OVERSEAS SUPPORT CREW

The following crewmembers went overseas at their own expense to participate in preparing LST 325 for its voyage home. They actively participated in Crete and/or in Gibraltar; some sailed on the ship from Crete to Gibraltar.

Ernest Andrus, Art Cook, Glenn Gregg, Lee R. Hunter, Raymond Mai, William Reinard, Edward J. Whitman, Thomas Cadigan, Edward Dyar, Les K. Harrison, Lee James, Jack W. Melcher, Gerald Robertson, David Williams, John Chooljian, William Gollan, William Hart, Richard James, John H. Michaud, L. Scheiderman, Richard Young, Frank Conway, Richard Gouker, Fred Holp, Jim Liverca, Ernest Pliscott, George H. White, and Roald Zvonik.

USS LST 325 ORIGINAL WORLD WAR II CREW

The following are surviving crewmembers from USS LST 325's original World War II crew who have been located:

Harold Allgaier, Casper, WY; Clester Brown, Norfolk, VA; Ted Duning, Lewisburg, TN; Frances Fischer, Delpos, OH; Bill Hanley, Lavallette, NJ; Howard Kramer, Jackson, MI; Richard Martin, York, PA; Ed Nekiunas, South Windsor, CT; Don Roy, Chanhassen, MN; Harold Westerfield, Sun City, AZ; Stan Barish, Pittsburgh, PA; Land-er Bumgarner, Maiden, NC; Ellsworth Easterly, Litchfield, IL; Ralph Gard, Munster, IN; Leo Horton, Seneca, SC; Bob Lemieux, Leominster, MA; C.J. Mitchell, Centralia, IL; Walt Niewinski, Lake Grove, NY; and Howard Russell, Baltimore, MD.

Gerard Belanger, Nashua, NH; Larry Cauthen, Rome, GA; Ira Ehrensall, Boca Raton, FL; Paul Genander, Beachwood, NJ; Lloyd Jacobs, Brock, MA; Dale MacKay, Center Barnstead, NH; Gerry Murphy, Clay, NY; Ernie Ninness, Holmes Beach, FL; Dick Scacchetti, Sarasota, FL; Al Binkowski, Plainville, CT; Chester Conway, Hammond, IN; Norm Ferguson, Norfolk, VA; Jack Green, Avalon, CA; Emil Kolar, Springfield, IL; Don Martin, Fargo, ND; Steve Nedoroski, Milbury, MA; John Roberts, Faribault, MN; and Al Smith, Burleigh, NJ.

Mrs. DRAKE. Madam Speaker, I yield myself as much time as I might consume.

I rise today in support of House Resolution 1316, which not only honors the service of the Navy and Coast Guard veterans who for 60 years served on the LST amphibious landing craft from World War II onward, but it also recognizes the key role played by LST amphibious craft.

During World War II, the LST met the urgent requirement of the Allied Forces for a new vessel, a vessel that was capable of the shore-to-shore delivery of vehicles and troops while conducting an amphibious assault upon the enemy. Between 1942 and 1943, three separate acts of Congress authorized the construction of these LSTs, and over 1,000 LSTs were built during World War II.

These landing craft saw action in every theater of World War II. LSTs played an essential role during the D-day campaign of June 1944. Not only were they the first line of troop transports onto the beaches, but they completed an evacuation of 41,035 wounded men back across the English Channel. LSTs landed on the beaches of places like Sicily, the Philippines, Iwo Jima, Okinawa, and countless others. They survived kamikaze attacks, ocean

mines and enemy submarine attacks. These remarkable vessels and their sailors earned the second most battle stars after destroyers.

During the Korean war, LSTs landed at Inchon. In the Vietnam war, they participated in the 1974 refugee evacuations. Also, LSTs provided humanitarian assistance during Operation Desert Shield, Operation Desert Storm and Operation Restore Hope in Somalia.

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To honor such valued service, LST veterans, members of the LST Association, gained approval, through legislation, to sail the refurbished LST 325 back from Greece to the United States to transform the ship into a museum. They completed their sail on January 10, 2001, in Mobile, Alabama. Now the ship is based in Evansville, Indiana, as the USS LST Ship Memorial. The Navy decommissioned the last active LST, the USS *Frederick*, at Naval Station Pearl Harbor on October 5, 2002.

Madam Speaker, I urge my colleagues to support this most worthy resolution. It is impossible to express how essential these LSTs were during World War II and continuing until the early 21st century. These remarkable sailors of these ships should be recognized for their dedication, bravery, and loyalty to their Navy and their Nation. We should applaud them today, and every day.

I want to thank my colleague from Massachusetts (Mr. MCGOVERN) for introducing this legislation.

Madam Speaker, I reserve the balance of my time.

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

First I'd like to thank the gentlelady from Virginia for her leadership on this special legislation. I would also like to thank the gentleman from Massachusetts for introducing this House Resolution honoring the Landing Ship Tank, LST, not only for this resolution and his dedication to our veterans, but also for his dedicated service in bringing LST 325 back to the United States from Greece, which ended up landing in my hometown.

The LST, Madam Speaker, has a rich and shared history with my hometown of Evansville, Indiana. During World War II, a 45-acre shipyard along the Evansville riverfront produced LSTs. The peak years of production saw a workforce of over 19,000 workers, and they completed two LSTs per week. The Evansville Shipyard was the largest inland producer of the LST in the United States. And when all was said and done, 167 LSTs and 35 other vessels were built and then sent down the Ohio River and then out to sea.

Madam Speaker, I would like to briefly recount the heroic and inspiring story of the LST 325. The utility and reliability of LSTs and the strong bond developed by their crews has fostered a vibrant and active veterans' associa-

tion. These brave men, proud of the service and the craft they served on, secured legislation for the refurbishment of LST 325 and for the ship's retransfer to the United States from Greece, where it had been since the early 1960s.

Having set sail from Greece on November 14, 2000, the LST 325 arrived in Mobile, Alabama, on January 10, 2001—to a great American fanfare I might add. In 2003, during a 10-day stop in Evansville, 35,000 people toured the LST 325. It was with great civic pride that Evansville became the official home port of the LST 325 on October 3, 2005. The LST 325 is now an operational museum and a memorial ship on the beautiful Evansville riverfront.

This effort would not have been possible if not for the efforts of Evansville's Mayor, Jonathan Weinzapfel, and city officials who worked closely with Captain Bob Jornlin and Mike Whicker with the USS LST 325 Memorial. The city and the LST 325 Memorial have formed a great partnership, and I'm proud of their efforts. Evansville will proudly host the LST Week 2008 on September 24 through September 27 of this year, 2008.

Madam Speaker, the Navy decommissioned the last LST, the USS *Frederick* (LST 1184) in October of 2002, but the heroic service of the LST crews and the brilliant record of their craft will not soon be forgotten.

I urge my colleagues to support House Resolution 1316.

Madam Speaker, I reserve the balance of my time.

Mrs. DRAKE. Madam Speaker, I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Indiana (Mr. ELLSWORTH) that the House suspend the rules and agree to the resolution, H. Res. 1316.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. ELLSWORTH. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

WATER USE EFFICIENCY AND CONSERVATION RESEARCH ACT

Mr. MATHESON. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 3957) to increase research, development, education, and technology transfer activities related to water use efficiency and conservation technologies and practices at the Environmental Protection Agency, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows: