

the committee, the 200th bill or resolution. It is a good day, a good day for America, a good day for our committee.

Mr. LOBIONDO. Mr. Speaker, I am pleased to yield 5 minutes to my colleague from Indiana (Mr. SOUDER).

Mr. SOUDER. I thank the distinguished subcommittee Chair.

I rise today in support of this bill and not just because of the tragic cases that we have been discussing, but specifically, in support of a more obscure section in the bill that requires passenger vessels to be equipped with acoustic hailing devices. The Long Range Acoustical Devices, LRADS, are the next generation of nonlethal countermeasure devices. These acute, long-range acoustic hailing devices are important for both civilian and military vessels.

Following the suicide attack on the USS *Cole* while it was at port in Yemen in 2000, the United States Navy established a requirement for an acoustic hailing device. The intent of this AHD was to provide the Navy with a means to establish the intent of an approaching vessel at a distance such that defensive measures could be taken should the vessel not heed a warning.

These hailing devices are not only used as an identifier of intent but also can be used to repel possible attackers or to disperse unlawful mobs. An LRAD was used for this purpose for the first time in the United States in Pittsburgh during the time of the G-20 summit on September 24-25 of 2009.

Last week I had the opportunity to witness an LRAD in action. Ultra Electronics, a high-tech manufacturer near Columbia City, Indiana, demonstrated their acoustic device, the Hyperspike, both as a hailer and as a deterrent. The thumping pulsating sounds were impressive, and I now understand why the crowds were dispersed so quickly in Pittsburgh. I was also impressed with the range of the Hyperspike. It is capable of emitting crystal clear audible messages at distances of over 3 miles across the water.

This act is intended to improve the overall safety of cruise ship passengers. It not only improves capabilities to thwart external threats such as pirate attacks, but also to increase internal passenger safety through increased security measures.

It has been well publicized that pirate attacks on cargo vessels are continuing. As these vessels improve their security against such attacks, it is very likely that the pirates will look for other vulnerable targets, such as cruise ships. This legislation will provide these vessels with the capability to establish vessel intent earlier and escalate security measures to protect the ship, crew and passengers.

Mr. CUMMINGS. May I inquire as to how much time we have remaining?

The SPEAKER pro tempore. The gentleman from Maryland has 4½ minutes.

Mr. CUMMINGS. We have no additional speakers. I yield to the gentleman.

Mr. LOBIONDO. Mr. Speaker, I am pleased to support the legislation, congratulate the sponsor, thank Mr. OBERSTAR and Mr. CUMMINGS, and yield back the balance of my time.

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

I want to make it very clear, Mr. Speaker, that this was an effort of the victim groups and the cruise ship industry. As Chairman OBERSTAR said, there was a lot of work that went into this legislation with folks actually sitting down and coming up with reasonable and balanced solutions to these problems.

I want to thank all of the folks that did that. And I also take a moment to thank Mr. LOBIONDO and certainly Mr. MICA and definitely our chairman, Mr. OBERSTAR. This is one of those bipartisan efforts that has yielded a win-win-win, a win certainly for this Congress, a win for those people who find themselves taking a vacation on cruise ships, and certainly a win for law enforcement as they try to make sure that they address any kind of issues that may come up, and the industry. It's a win-win-win-win.

So I think that what we have done is approach this in a very balanced way, a very measured way, but a way which addresses all of the issues that we attempted to address. And certainly we thank Ms. Dishman and the other victims who have had difficult circumstances happen to them for bringing their testimony. As Chairman OBERSTAR said, this kind of testimony is very difficult for someone to present themselves, not only to the Congress but on C-SPAN and for the world to hear what they went through. But yet and still, the fact is that they sacrificed so that we can have this kind of legislation.

With that, I would urge our colleagues to vote for this legislation.

Mr. MITCHELL. Mr. Speaker, as a member of the House Committee on Transportation and Infrastructure, I rise today on behalf of H.R. 3360, the Cruise Vessel Security and Safety Act of 2009.

This is important legislation that will significantly improve the safety and security of cruise passengers.

A Senate version of this bill has earned committee approval earlier this year, and in October, the House overwhelmingly approved this measure by a bipartisan vote of 385-11, as part of the Coast Guard Reauthorization Act of 2010.

The bill will bring many of the same, commonsense security measures to cruise ships that a lot of us take for granted in major hotels—things like latches and peep holes for guest rooms and video surveillance to document criminal activity.

In addition, the bill will ensure that cruise ships are equipped to provide emergency assistance to victims of sexual assaults.

Finally, and perhaps most significantly, the bill will require that serious criminal incidents on board are reported to the proper authorities.

I want to thank Representative DORIS MATSUI for her leadership on this legislation.

I also want to thank Kendall Carver, an Arizonan whose tireless efforts on this issue have been truly incredible.

As many of you know, in 2004, Ken's daughter, Merrian, mysteriously and tragically disappeared aboard a cruise to Alaska. And, as the Arizona Republic recently reported, "Instead of reporting her absence, the ship's staffers packed up her belongings and cleaned up her cabin. They did nothing for five weeks and only filed a missing-persons report with the FBI after being questioned by a private detective."

This is not just wrong—it's beyond wrong. Cruise passengers deserve better. Their families deserve better.

That's why I want to encourage my colleagues to support this legislation.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and pass the bill, H.R. 3360, as amended.

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. CUMMINGS. Mr. 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.

HONORING COAST GUARD AND MARINE CORPS AIRCRAFT PILOTS LOST IN CALIFORNIA

Mr. CUMMINGS. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 891) expressing the gratitude of the House of Representatives for the service to our Nation of the Coast Guard and Marine Corps aircraft pilots and crewmembers lost off the coast of California on October 29, 2009, and for other purposes, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 891

Whereas on the evening of October 29, 2009, a Coast Guard C-130 aircraft with two pilots and five crewmembers on board was involved in a search and rescue mission off the coast of California;

Whereas at the same time, a Marine Corps AH-1W Super Cobra carrying two pilots was involved in a military escort mission nearby;

Whereas the two aircraft are suspected to have collided while traveling east of San Clemente Island, California;

Whereas the following crew members of the Coast Guard C-130 are missing and presumed to have lost their lives in the line of duty: Lt. Cmdr. Che J. Barnes of Capay, California; Lt. Adam W. Bryant, of Crewe, Virginia; Chief Petty Officer John F. Seidman of Stockton, California; Petty Officer 2nd Class Carl P. Grigoris of Mayfield Heights, Ohio; Petty Officer 2nd Class Monica L. Beacham of Decaturville, Tennessee; Petty Officer 2nd Class Jason S. Moletzsky of Norristown,

Pennsylvania; and Petty Officer 3rd Class Danny R. Kreder II, of Elm Mott, Texas;

Whereas the following crew members of the Marine Corps helicopter are missing and presumed to have lost their lives in the line of duty: Maj. Samuel Leigh of Kennebec, Maine, and 1st Lt. Thomas Claiborne of Douglas County, Colorado;

Whereas the men and women of the Coast Guard are "Always Ready" to safeguard the United States against all hazards and threats at our ports, at sea, and around the world; and

Whereas the men and women of the Marine Corps are "Always Faithful" to their mission of defending the United States on the ground, in the air, and by sea, in every corner of the globe: Now, therefore, be it

Resolved, That the House of Representatives expresses its gratitude for the service to our Nation of the Coast Guard and Marine Corps aircraft pilots and crewmembers lost off the coast of California on October 29, 2009, and extends its condolences to their family, friends, and loved ones.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland (Mr. CUMMINGS) and the gentleman from New Jersey (Mr. LOBIONDO) each will control 20 minutes.

The Chair recognizes the gentleman from Maryland.

GENERAL LEAVE

Mr. CUMMINGS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous material on H. Res. 891.

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

There was no objection.

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

Mr. Speaker, today I rise in strong support of H. Res. 891, as amended, a resolution expressing the gratitude of the House of Representatives for the service of the air crewmembers of Coast Guard aircraft 1705 and a Marine Corps AH-1 Super Cobra helicopter who were lost when these aircraft collided near San Clemente Island, California, on October 29 of this year.

On board the Coast Guard C-130 were seven Coast Guard members who were conducting a search-and-rescue mission at the time of the terrible accident. These crewmembers were Lieutenant Commander Che J. Barnes, a 17-year Coast Guard veteran who commanded Coast Guard 1705 and is survived by his father and three brothers, including a twin brother; Lieutenant Adam W. Bryant, the copilot of CG-1705 and a 2003 graduate of the Coast Guard Academy who is survived by his parents and brother; Chief Petty Officer John F. Seidman, the flight engineer who had served more than 20 years in the Coast Guard and is survived by his wife, parents and brother; Petty Officer 2nd Class Carl P. Grigoris, the CG-1705 navigator who was the father of a young son and whose wife is expecting a daughter; Petty Officer 2nd Class Monica L. Beacham, the flight's radio operator, who leaves a husband and a

young daughter to mourn; Petty Officer 2nd Class Jason S. Moletzsky, an air crewmember survived by his fiancée, parents and two sisters; and Petty Officer 3rd Class Danny R. Kreder, II, drop master, survived by his wife, parents and two brothers.

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On board the Marine Corps AH-1 Super Cobra were two pilots: Major Samuel Leigh, who had served two tours in Iraq and whose service in the Marine Corps maintained his family's long tradition of military service; and First Lieutenant Thomas Claiborne, a magna cum laude graduate of the University of Colorado.

These individuals dedicated their lives to serving the United States of America. They protected our Nation from the many threats we face, and they selflessly placed their lives in harm's way to aid those in distress. Their terrible loss is a reminder of the risks that the members of our Armed Forces face while conducting their many missions.

Our thoughts and our prayers are with the families of each of these servicemembers and with all the colleagues they have left behind in the United States Coast Guard and the Marine Corps. Our thoughts and prayers are also with all of the members of our Armed Forces who are serving our Nation now on the front lines in Iraq and Afghanistan and with the families of the thousands who have given their lives in defense of our great Nation's freedom on those two battlefields in each of our Nation's conflicts.

I commend Congresswoman SÁNCHEZ, the Chair of the Committee on Homeland Security's Subcommittee on Border, Maritime, and Global Counterterrorism, for her work on H. Res. 891. I urge its adoption by the House today, and I express my gratitude for the service of the members of the Coast Guard and Marine Corps recognized by this resolution.

COMMITTEE ON ARMED SERVICES,
HOUSE OF REPRESENTATIVES,
Washington, DC, November 13, 2009.

Hon. JAMES L. OBERSTAR,
Chairman, House Committee on Transportation
and Infrastructure, Rayburn House Office
Building, Washington, DC.

DEAR MR. CHAIRMAN: On November 5, 2009, the House Resolution 891, "Expressing the gratitude of the House of Representatives for the service to our Nation of the Coast Guard and Marine Corps aircraft pilots and crewmembers lost off the coast of California on October 29, 2009, and for other purposes," was introduced in the House. As you know, this measure was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Armed Services, for a period to be subsequently determined by the Speaker.

Our Committee recognizes the importance of H. Res. 891 and the need for the legislation to move expeditiously. Therefore, while we have a valid claim to jurisdiction over this legislation, the Committee on Armed Services will waive further consideration of H. Res. 891. I do so with the understanding that by waiving further consideration of the resolution, the Committee does not waive any fu-

ture jurisdictional claims over similar measures.

I would appreciate the inclusion of this letter and a copy of your response in the Congressional Record during consideration of the measure on the House floor.

Very truly yours,

IKE SKELTON,
Chairman.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
Washington, DC, November 13, 2009.

Hon. IKE SKELTON,
Chairman, Committee on Armed Services, House of Representatives, Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN SKELTON: I write to you regarding H. Res. 891, expressing the gratitude of the House of Representatives for the service to our Nation of the Coast Guard and Marine Corps aircraft pilots and crewmembers lost off the coast of California on October 29, 2009, and for other purposes.

I agree that provisions in H. Res. 891 are of jurisdictional interest to the Committee on Armed Services. I acknowledge that by foregoing further consideration, your Committee is not relinquishing its jurisdiction.

This exchange of letters will be inserted in the Congressional Record as part of the consideration of this legislation in the House.

I look forward to working with you as we prepare to pass this important legislation.

Sincerely,

JAMES L. OBERSTAR, M.C.,
Chairman.

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

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

I rise in strong support of this resolution, H. Res. 891, and thank the sponsor for the introduction. Our Nation suffered a tragic loss last month when seven coastguardsmen and two marines were killed when their military aircraft collided off the coast of California. These men and women died while performing critically important missions for our Nation.

Mr. Speaker, this is a very tragic reminder to the entire Nation of the sacrifices that our men and women are making for all the rest of us. They put their lives on the line each and every day. Some people think that only happens in the theater of war, but in reality it happens every day with every man and woman who is serving our Nation.

We join their families and their friends and their loved ones in mourning their passing and we pay tribute to the ultimate sacrifice they have made in service to our country, another reminder that as they put on the uniform, this is an all-volunteer Army, Navy, Air Force, and Coast Guard and Marines that serve our Nation so adequately and so well, putting the Nation first, putting the Nation before themselves. I can't imagine the loss the families must be feeling with what should have been just a routine mission.

The investigation into the cause of the accident has just begun, but I hope we will have the results soon and that we can take appropriate actions to ensure that our armed services have the

tools they need to prevent a similar tragedy from ever occurring again.

I will now reserve the balance of my time.

Mr. CUMMINGS. Mr. Speaker, I yield 3 minutes to the distinguished sponsor of this legislation, the gentlewoman from California (Ms. LORETTA SANCHEZ).

Ms. LORETTA SANCHEZ of California. I thank both chairmen. Thank you so much for allowing me to put forward this resolution and to pass it today on the House floor.

Mr. Chairman, as a member of both the Homeland Security Committee and the Armed Forces Committee here in the House of Representatives, I introduced this resolution on the 1-week anniversary of the tragic events that occurred off our coast of California. Let me remind you where this occurred was maybe, at the most, an hour's drive from where I live.

On Thursday, October 29, the Federal Aviation Administration reported that a Coast Guard C-130 plane and a Marine Corps AH-1W Cobra helicopter crashed off the coast while they were both conducting separate missions. We honor the nine men and women who lost their lives in that crash and we send our condolences to their families and their friends and their loved ones.

As the motto states, "Always Ready," the Coast Guard defends the shores of this great country daily, and we sometimes forget our unsung heroes. Tasked with multiple missions every day, the Coast Guard relies on its skills and the expertise of the personnel to stop drug runners, to perform search and rescue operations, and to secure our ports and our waterways.

It saddens me that we lost seven of these brave men and women last week while on duty as they were conducting a search and rescue effort. In addition, the two Marine Corps pilots that lost their lives fully lived their Corps motto of "Always Faithful." Their sacrifice while on a military training exercise off the coast of California echoes the sacrifice and the risk that all our men and women in uniform face in the armed services.

Both the Coast Guard and the Marine Corps serve globally and, let us not forget, locally to protect our communities and to provide humanitarian aid when it's necessary. We must not forget those sacrifices, their missions, and that at any time anything can go wrong. And we must always remember those that we have lost during their time of service.

I know the Coast Guard had a memorial service Friday in Sacramento which, unfortunately, I was unable to go to, but I felt that it was important to introduce this resolution at this time to honor those that died. These brave individuals fulfilled their commitment to serve and to defend the United States at any cost. Of course, they sacrificed and gave the biggest cost, so our eternal gratitude and respect go to them.

I urge my colleagues to join me in honoring these brave individuals by supporting this resolution.

Mr. LOBIONDO. Mr. Speaker, I am pleased to yield such time as he may consume to my colleague, the gentleman from California (Mr. HERGER).

Mr. HERGER. I thank the gentleman from New Jersey.

Mr. Speaker, I rise today to express my support for House Resolution 891, which honors the two marines and seven members of the Coast Guard who lost their lives during a rescue mission off the coast of California on October 29. We're grateful for their service and sacrifice and express our heartfelt condolences to all of their loved ones.

One of the fallen members of the Coast Guard was Che Barnes. Che grew up on a family farm in Capay Valley, northern California, located in my district that I represent. From an early age, Che was fascinated with planes. He worked hard to earn money to pay for flight lessons. He flew his first solo flight at the young age of 16. He joined the Coast Guard so that he could use his love of flying to rescue those stranded at sea.

It is tragic but fitting that he lost his life doing something he loved—flying in the Coast Guard and serving his Nation and fellow man. By all accounts, he was an excellent pilot and an even better person.

May God bless and comfort his family and friends.

Mr. CUMMINGS. I yield 5 minutes to the chairman of the committee, the gentleman from Minnesota (Mr. OBERSTAR).

Mr. OBERSTAR. I thank the gentleman from Maryland again, the Chair of the Coast Guard Subcommittee, for his diligent work on this very tragic resolution. It is very important to pay recognition to those who lost their lives. I was very deeply touched by the remarks of the gentlewoman from California, the gentleman from New Jersey (Mr. LOBIONDO) and Chairman CUMMINGS.

These are courageous servicemen and -women, those in the U.S. Coast Guard, those in the U.S. Marine Corps, our oldest service unit, which predates the establishment of our own Nation. The Coast Guard itself was the third act of the first session of the first Congress by this committee, the Committee on Rivers and Harbors, that established the Revenue Cutter Service to collect duties on inbound cargoes and repay the debts of the Revolutionary War.

The Revenue Cutter Service later became the U.S. Coast Guard. That Coast Guard every year responds to over 60,000 calls for help, every year saves over 5,000 lives. It is tragic that in the course of their search and rescue service that Coast Guard men and women should have lost their lives.

Now there is an investigation underway by the Navy and the Coast Guard jointly inquiring into the causes of this tragedy, hopefully for the purpose of unraveling that collision, but also to

learn lessons to avoid such incidents in the future. This incident occurred in military-controlled airspace, airspace controlled by the U.S. Navy from an onshore facility at San Diego.

The Coast Guard's C-130 had a data recorder on board. Search is underway to hopefully locate that data recorder and gain useful information about the circumstances under which the collision occurred. It was at twilight, it was at dusk. Very hard to distinguish and effectively operate under the rules of see and avoid. But there must be more at stake here. That C-130 was loaded with electronic equipment for detection of vessels or persons in the water, and one has to assume it had equipment to detect proximity of another aircraft.

We have to unravel those facts and understand what occurred in order to avoid such circumstances in the future and engage the necessary training for personnel or install on board both helicopters and C-130-type aircraft traffic collision avoidance systems, which the Navy initiated 40 years ago and which is now aboard all commercial airliners.

Unfortunately, the National Transportation Safety Board, at least at the outset, will not be engaged in the investigation. I'm of the view that the NTSB should be a partner in any such investigations of military aircraft in U.S. territorial airspace. That is a matter for another time, but as we pay tribute to and acknowledge those who gave their lives in service of this country in pursuance of their mission, I think it's important to recall that there is more we can and must do to improve safety in the domestic airspace, including safety under the control of our military units.

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There will be further attention paid to this issue. We will pursue the safety issues engaged in this tragedy. But for the moment, we must mourn the loss of those crew members whom Mr. CUMMINGS already noted in his remarks.

Mr. LOBIONDO. Mr. Speaker, I am pleased to yield such time as he may consume to the gentleman from North Carolina (Mr. COBLE).

Mr. COBLE. I thank my friend from New Jersey for yielding, and I commend the gentlelady from California for having introduced this very significant resolution.

Mr. Speaker, I would like to take a moment or two to express our condolences to the families, friends and members of our Armed Forces associated with the crew of the Coast Guard C-130 and the Marine Corps AH-1W Super Cobra who collided on October 29, 2009, off the California coast.

Mr. Speaker, it's difficult to lose servicemembers under any circumstances, and this accident is no exception. The seven members of the Coast Guard C-130 crew were in the midst of a search-and-rescue mission while the Marine Corps Super Cobra

was involved in a military escort mission. These servicemembers were answering the call of duty to protect and serve others and paid the ultimate sacrifice. As a former Coast Guardsman and a Member of Congress, I believe it is appropriate to recognize their service and honor their lives. This resolution is a significant gesture of expression to show our gratitude for their service and sacrifice.

Mr. CUMMINGS. Madam Speaker, we have no other speakers, so I will continue to reserve the balance of my time.

Mr. LoBIONDO. Once again, Madam Speaker, we join with the Nation in our thoughts and prayers for the families and for those who have lost their lives in honoring all those who serve. I urge all of my colleagues to support the resolution.

I yield back the balance of my time.

Mr. CUMMINGS. Madam Speaker, I yield myself as much time as I may consume.

Once again, I urge all of our Members to vote in favor of this very, very important resolution. And I will say to the families of these service persons that they are in our prayers. We thank all of our personnel for what they do every day, so often putting their lives on the line so that we might enjoy the freedoms that we do enjoy.

Mr. RICHARDSON. Madam Speaker, I rise today in strong support of H. Res. 891 which recognizes and honors the Coast Guard and Marine Corps aircraft pilots and crewmembers who lost their lives off the coast of Southern California on October 29, 2009.

Let me take a moment to commend Congresswoman LORETTA SANCHEZ, who hails from my home state of California, for her leadership in bringing this resolution to the floor and giving us the opportunity both to mourn our loss of these individuals and to thank the Coast Guard and the Marine Corps for their brave service to this country.

I was truly devastated when I heard the news on October 29, 2009, of a collision between a Coast Guard transport plane and a Marine Corps helicopter off the coast of Southern California, not far from my district. At the same time, I was deeply grateful for those members of the Coast Guard and the Navy who immediately went out and conducted an intense search and rescue mission to locate any possible survivors of the crash.

We are indebted to the men and women who dedicate their lives to the Coast Guard and the Marine Corps. Even in the face of a tragedy such as this one, one that affects members of their own community, these brave men and women are ready and willing to serve their country in whatever way necessary. I support this resolution and urge my colleagues to do the same.

Mr. ISSA. Madam Speaker, today the House of Representatives recognizes the service and sacrifice of the members of the United States Coast Guard and the United States Marine Corps who were tragically killed during exercises off the coast of California three weeks ago.

On October 29, 2009, a Coast Guard C-130 plane and a Marine AH-1 Cobra helicopter collided off the coast of Southern California.

The Marine pilots were conducting training about 15 miles off San Clemente Island when they collided with the U.S. Coast Guard plane, which was based out of the Coast Guard Air Station in Sacramento, CA.

These brave Marines and Coast Guardsmen dedicated their lives to protecting our freedom and safety. Such tragedies are a reminder of the dangers all men and women of our armed forces face, whether they are stationed in Afghanistan, California, or anywhere else in the world.

H. Res. 891 offers Members of the House of Representatives an appropriate opportunity to express our thoughts and prayers to families and friends of these service members. Our hearts are with them during this difficult period.

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

The SPEAKER pro tempore (Ms. CHU). The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and agree to the resolution, H. Res. 891, as amended.

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. CUMMINGS. 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.

H. DALE COOK FEDERAL BUILDING AND UNITED STATES COURTHOUSE

Mr. CUMMINGS. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 3305) to designate the Federal building and United States courthouse located at 224 South Boulder Avenue in Tulsa, Oklahoma, as the "H. Dale Cook Federal Building and United States Courthouse".

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3305

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

SECTION 1. DESIGNATION.

The Federal building and United States courthouse located at 224 South Boulder Avenue in Tulsa, Oklahoma, shall be known and designated as the "H. Dale Cook Federal Building and United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building and United States courthouse referred to in section 1 shall be deemed to be a reference to the "H. Dale Cook Federal Building and United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland (Mr. CUMMINGS) and the gentleman from Florida (Mr. MARIO DIAZ-BALART) each will control 20 minutes.

The Chair recognizes the gentleman from Maryland.

GENERAL LEAVE

Mr. CUMMINGS. Madam Speaker, I ask unanimous consent that all Mem-

bers may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 3305.

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

There was no objection.

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

I rise in support of H.R. 3305, a bipartisan bill supported by the entire Oklahoma delegation that would designate the United States courthouse at 224 South Boulder Avenue in Tulsa, Oklahoma, as the H. Dale Cook Federal Building United States Courthouse.

H. Dale Cook was a veteran of World War II who served as a flight instructor. After the war, he studied law at the University of Oklahoma and then embarked on a long legal career in electoral politics. After being twice elected the chief prosecuting attorney in his county, he went on to serve as assistant U.S. attorney. He subsequently alternated between government service and private practice for several years before being nominated to the Federal judiciary by President Gerald Ford in 1974. Judge Cook served as a district court judge for some 34 years until his death on September 23, 2008.

Judge Cook was an honorable and well-respected civil servant and had a long and distinguished record of public service. The designation of the United States courthouse at 224 South Boulder Avenue in Tulsa, Oklahoma, in his honor is a fitting memorial to his service, and I urge the House to adopt H.R. 3305.

With that, Madam Speaker, I reserve the balance of my time.

Mr. MARIO DIAZ-BALART of Florida. Madam Speaker, at this time I would like to recognize the impassioned advocate and the sponsor of this legislation for 5 minutes, the gentleman from Oklahoma (Mr. SULLIVAN), who has been pushing for this resolution.

Mr. SULLIVAN. Madam Speaker, it is with great pleasure that I rise today to honor Judge H. Dale Cook. Judge Cook was a World War II veteran who spent nearly 50 years in public service and more than 33 years as a United States district judge in Oklahoma. Judge Cook began his career in public service in 1951 when he was elected county attorney for Logan County and Guthrie. He would hold several other positions in public service in Oklahoma, including first assistant U.S. attorney, chief trial attorney and legal counsel and adviser to Governor Henry Bellmon.

In the early 1970s, Judge Cook worked in Washington, D.C., for the Social Security Administration until beginning his career as a Federal judge in 1974 when he was sworn in as U.S. district judge in the Northern, Eastern and Western Districts of Oklahoma.