

RECOGNIZING MISSOURI TALK
RADIO HOST WARREN KRECH ON
HIS RETIREMENT

HON. BLAINE LUETKEMEYER

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 14, 2016

Mr. LUETKEMEYER. Mr. Speaker, I rise today to honor a constituent of mine, Mr. Warren Krech. "Mr. Jefferson City", has retired after 30 years in Jefferson City radio and over 40 years in the radio industry. Warren most recently spent his time entertaining listeners as the morning news and talk host on KWOS News Radio 950.

A native of South Dakota and graduate from the University of Minnesota, Mr. Krech found his love of radio while serving in the United States Army—specifically with the American Forces Radio & TV in East Africa. Warren and his family moved from Wisconsin to Jefferson City, Missouri in 1984. When Mr. Krech moved to Missouri, he worked for Frank Newell at KJMO. While some consider broadcasting to be a nomadic business, Warren wanted to settle his then young family in the Jefferson City community.

Throughout his radio years, Mr. Krech sat in the DJ chair, but found his niche when he was able to enter talk radio format. For 23 years, Warren has worked with John Marsh at KJMO and KWOS. During Operation Desert Storm, Mr. Krech and John Marsh, hosted a "Tape from Home" at the local mall where people could come record their comments for friends and family who were serving in the military.

Mr. Krech is the current and three time winner of the News Tribune's "Readers' Choice" award for favorite local radio personality. Additionally, Warren is an active local emcee and speaker for charities including: Samaritan Center, Special Olympics, and Heart Association. Mr. Krech has been host of the Jerry Lewis MDA Telethon for 13 years on KOMU-TV.

With this retirement, Mr. Krech will now be able to spend more time with his wife, Marcia, who is a retired Jefferson City teacher. He has a daughter, Sarah, who lives in St. Louis and a son, Ben, who lives in Washington, DC. Warren also enjoys the St. Louis Cardinals, running, cycling, gardening, and his two cats.

I ask you in joining me in recognizing Mr. Warren Krech on his retirement. His commitment to the radio industry and his local community makes this a commendable accomplishment.

TUESDAY'S IN TEXAS: RED ADAIR

HON. TED POE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 14, 2016

Mr. POE of Texas. Mr. Speaker, born the son of an Irish blacksmith in Houston, Paul Neal Adair, commonly known as "Red" started his long service as a fire fighter in World War II with the 139th Bomb Disposal Squadron. While enlisted, he was sent across Japan to find undetonated bombs and safely disarm them. However, it wasn't until after his service in the Army that he became renowned for his bravery and skill as a fire fighter.

He began working under Myron Kinley, a pioneer and innovator in oil-well firefighting. Adair worked diligently to learn the many new inventions and techniques Kinley had created, and by 1959 he was ready to strike out on his own. He founded the Red Adair Co., a private company solely devoted to fighting large scale oil fires, and over the course of his career he put out more than two thousand of these fires, both on land and on offshore platforms.

In November of 1961, a particularly large fire, nicknamed the "Devil's Cigarette Lighter," broke out in the middle of the Algerian Sahara. Mr. Speaker, the flame was over four hundred and fifty feet high. Despite best efforts, the fire burned continuously, with no end in sight. That was, until Adair and his crew were called to the scene.

Driving a modified bulldozer right up to the well where the fire was burning, Adair was able to get a large nitroglycerin charge into the well, allowing the explosion to displace enough oxygen that the monster of a fire was finally extinguished.

His feats in the Sahara gained him and his crew a reputation worldwide. They additionally helped with a large gas leak off the coast of Australia, and contributed to capping the biggest oil well blowout to have ever been recorded in the North Sea.

Even in 1991 at the age of seventy-five, Adair took part in the extinguishing of countless oil well fires that were set by Iraqi troops in Kuwait during the Gulf War. Soon after he retired, he sold his world famous company. His top employees went on to form their own company, the International Well Control. His great courage and success in his field led to a John Wayne movie called "Hellfighters" to be made, which was loosely based on his encounters in the Sahara. In 2004, at the age of eighty-nine, Paul Adair passed away, but both his men and many others will remember him as a pioneer in firefighting who not only saved many cities from millions of dollars in damages from these large scale oil fires, but also thousands of lives.

And that's just the way it is.

75TH ANNIVERSARY OF
WAPPAPELLO LAKE AND DAM

HON. JASON SMITH

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 14, 2016

Mr. SMITH of Missouri. Mr. Speaker, I rise today to honor the 75th anniversary of Wappapello Lake and Dam in Wayne County, Missouri. Lake Wappapello hosts 2.5 million people annually and has made an incredible impact on its surroundings.

Senator John Overton proposed the Wappapello Lake and Dam project in June of 1936. The U.S. Army Corps of Engineers began the project in 1938 and completed Wappapello Lake and Dam in 1941. It was constructed along the St. Francis River in order to provide flood control and hydroelectricity to southeastern Missouri.

Wappapello Lake is one of five man-made lakes in the St. Louis District and is one of the nation's oldest Corps of Engineers projects. The project includes 44,000 acres of land and water, providing ample opportunity for water recreation. With largemouth bass, white bass,

channel catfish, crappie, and bluegill atop the list, fishing is a great pastime for lake goers. Lake Wappapello State Park is located on the edge of the lake and is run by the Missouri Department of Natural Resources. The 1,854-acre State Park offers fishing, swimming, picnicking, and, lodging as well as trials for horseback riding, all-terrain biking, and backpacking. The park also offers camping with both modern and traditional, rustic campgrounds.

For the special place it holds in the hearts and lives of many in the community, as well as its place as a landmark in Wayne County, it is my pleasure to recognize the 75th anniversary of Wappapello Lake and Dam.

PERSONAL EXPLANATION

HON. PETER WELCH

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 14, 2016

Mr. WELCH. Mr. Speaker, I was unable to vote on Roll Call 283. I would like to indicate that I would have voted "Nay" on Roll Call 283 had I been there.

MARITIME PIRACY AND PIRATES

HON. TED POE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 14, 2016

Mr. POE of Texas. Mr. Speaker, when the word pirate comes to mind, many envision treasure seeking ruffians with eye patches. Unbeknownst to most of us, pirates still exist: lurking the coast of East Africa, specifically Somalia and Kenya, the Gulf of Aden, the Gulf of Guinea, The Malacca Strait, and the Indian subcontinent. Pirates today, however, can do more damage than forcing a poor fellow to walk the plank. Regions plagued by poverty and extreme terrorism have raised a whole new breed of manipulative, violent, maritime hijackers who will stop at nothing to achieve their goals. Modern piracy is not simply a matter of economic loss or threatened safety, but a risk to the entire globe due to the close-knit ties pirates have with terrorists.

All eyes of the international community were suddenly turned to the coast of Somalia when pirates hijacked a Russian supertanker full of oil and army tanks. What did the American government do? Nothing. Nothing that is, until the unimaginable happened. A U.S. cargo ship was openly attacked by pirates, and the captain was held as ransom for several days. Since then, efforts have been taken to defend ships from maritime crime, such as legalization of weapons on board for commercial shipping vessels. Is this passive defense enough? When analyzing the cost of insurance, freight, rerouting, and ransoms, the price we pay to watch these pirates roam the high seas ranges to as high as \$16 billion a year. Yet there are far greater non-monetary costs awaiting us in the future. If a ship is attacked at just the right place, it could result in the closure and seizure of invaluable international waterways.

Though many pirates have different motives than terrorists, terrorist tactics are frequently

used in hijackings. Both terrorists and pirates traumatize civilians and prey off of fear. As of now there is no international community specifically designated to prevent piracy like there is for terrorism, simply because the legal jurisdiction of piracy is in question. What we all should agree on, however, is that maritime piracy is a devastating form of terrorism.

The topic of most apprehension is the proven fact that modern pirates fund terrorist groups. Whether taken by force or friendship from the pirates, Al-Qaeda now possesses around 15 cargo vessels. Confiscation of vessels hasn't been the only recent breach in maritime security. Thanks to unobstructed leadership of Somali pirates, we've experienced an increase in maritime trafficking of narcotics, people and illicit goods, and arms proliferation. The evidence shows that maritime terrorism has recently gained the attention of most terrorist groups. Large and heavily loaded commercial vessels, offshore gas rigs, and maritime hub ports are easy shots for maritime terrorists, who seek mass destruction of human life, infrastructure, and nature.

Though piracy off the Somalia coast has recently decreased, it has caught flame and prospered in other regions of Africa, such as the waters of Guinea and Nigeria. Squashing these pirates once and for all is easier said than done. They do not proudly announce their presence on the sea, but rather use silence and stealth to steal an average of \$5,000 to \$15,000 per ship. Some of these raids are exceedingly violent, while others are bloodless. In both terrorism and maritime piracy, there must be extensive planning, and those involved must be willing to sacrifice their lives.

Our friends in England recently recognized a dire loophole in worldwide attempts to combat terrorism. Since 2010, the international community has poured billions into the hands of pirates as ransom for the release of vessels and crew. These pirates are not necessarily terrorists themselves, yet many have direct connections to major terror groups. We can be sure that piracy has summoned nearby terrorist groups with the scent of money and the bribe of civilian fear. Maritime piracy is now used as the ever-prosperous bank for terrorists. Great Britain understands this and is in the midst of editing a bill which prohibits all forms of ransom payments to terrorists.

Somali pirates appear to give the ransoms from their pirated material to al-Qaeda. There is no doubt that piracy could not only fund, but also be used as a form of terrorism or for political purposes, especially because of the unusual amount of security breaches easily accessible on ports and at sea compared to land. Take for example al-Qaeda's attack on United States. It only took two men in a tiny boat to kill seventeen U.S. citizens and injure 39 more, just by placing a shape charge against the hull of the USS *Cole* while it was refueling at a Yemeni port.

We must ensure the future does not hold a pirate-terrorist group merger. This event would spin to a halt all anti-terrorism efforts. Al Shabaab and al-Qaeda are difficult and resilient as it is, but imagine these groups with access to strategic waterways, billions of dollars, high grade ships in their grasp, and American captives at their disposal. Debate on the floor of the House has found, Piracy is "Booming without any credible deterrence, without the type of deterrence you saw at one point in

time from the British navy or from the U.S. fleet. As we speak, there are 27 vessels and 449 hostages being held by Somali pirates" Yet nothing substantial is done.

Though many ships are now well-armed, piracy continues without hiccup. It's time the United States takes some action and put these outlaws in the high seas out of business and send them to Davy Jones' locker. An estimated \$160 million was paid as ransoms to pirates in one year alone. Using a private navy is almost as drastic of a cost. So, the question is: what should we do? One of the most considered solutions is that of modern privateering. Privateers as defined by international law are "vessels belonging to private owners, and sailing under commission of war empowering the person to whom it is granted to carry on all forms of hostility which are permissible at sea by the usages of war." Privateers will be given the opportunity to disable dangerous non-state enemies, and in the process, create revenue. This is not a hard decision. It's a win-win.

The U.S. military has used a form of privateering in the past certain types of air combat and warfare. In fact, in the 1930's, the U.S. Navy bought blimps from—and hired—a private company, Goodyear Tire and Rubber Company, to build a fleet of airships and blimps. These blimps were previously used for advertising, yet the Navy used these simple civilian mechanisms to help defend the country.

In the past, the problem of piracy was largely wiped out due to privateers. The privateers, though used as a sort of political pawn, were extremely successful and motivated. In a system of capitalism, it's important to consider all parties, and the relationship in which each benefits another. If privateering and letters of marque were used by the United States government today, the government would gain a significant amount of hegemony, credibility, and sea power. The privateering ship owners would receive rewards or payments in return for the seized pirate ships, as well as a higher safety and low insurance prices. Maritime piracy is indeed a threat that, if not soon stopped, will lead to increased terrorism and economic disaster.

In my Congressional office, we employ interns to help with writing and tasks around the office. One of our interns, Rachel Jones, researched this issue regarding piracy on the open seas. Her help this summer was valuable and I thank her for all of her work and assistance. I wish Rachel luck in her future endeavors and with the rest of her time at my alma mater—Abilene Christian University.

And that's just the way it is.

WHAT KIND OF HISTORY SHOULD WE MAKE?

HON. TERRI A. SEWELL

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 14, 2016

Ms. SEWELL of Alabama. Mr. Speaker, today on this Restoration Tuesday, I rise to acknowledge the continued voter suppression around the country during this election year and the ongoing battle for protection of the constitutional right to vote.

This Restoration Tuesday is particularly special, as it is the last primary vote. At the clos-

ing of the polls, we will officially be embarking on the first general election in 50 years without the full protection of the Voting Rights Act of 1965.

Countless Americans gathered together in the years up to the passing of the historic legislation that banned discrimination in voting polls, and solidified voting equality. Backpedaling into times of racial disparity in the voting process is a dangerous course of action that we should refrain from venturing into. We are currently defacing the legacy of those who gave up their lives in order to secure equal representation in the voting booth.

It is imperative that we rally together and Restore The Vote. We cannot allow this presidential election to greet us without being protected against those who wish to slant the election through harsh voting laws. It is the right of every eligible American to cast a ballot in the favor of their interests without hurdles being placed in their path. Through the passage of the Voting Rights Advancement Act of 2015, we will be able to complete the order handed down to us by the Supreme Court of the United States. We will be able to recreate the safe haven in voting, where everyone feels entitled and able to exercise their democratic right. I ask my colleagues to join me in support of the Voting Rights Advancement of 2015 so that we can make the democratic process democratic again.

TRIBUTE TO EMERGENCY MEDICAL SERVICE WORKERS

HON. DAVID W. JOLLY

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 14, 2016

Mr. JOLLY. Mr. Speaker, I would like to recognize the emergency medical service (EMS) workers of Pinellas County for their hard work and sacrifice.

From May 15th to May 21st we recognize the importance of our EMS workers who sacrifice every day to provide the emergency care our community needs.

EMS workers put their lives on the line for the people of Pinellas County. City Council Member Jerry Beverland's son was recently saved by his local EMS team who were on the scene within four minutes of his call for help. It is only right that EMS workers get the recognition they deserve for their dutiful efforts.

Several members of our local emergency response teams received awards for their efforts. Aaron Gonzalez, a Fire Rescue administrator for Oldsmar, accepted the EMS Week Award, and Chris Collins, who has been a Sunstar paramedic for two years, was recognized as Paramedic of the Year. Nick Eberhardt won the Emergency Medical Technician of the Year award, and Eric Fayad was named Emergency Medical Dispatcher of the Year. He also works fulltime as a lieutenant for the Seminole Fire Department.

Mr. Speaker, I want to thank and acknowledge these award winning emergency response workers who sacrifice their time and lives for the residents of Pinellas County. Their work makes our community a better place, and I ask that this body join me in recognizing our EMS teams of Pinellas County for their exceptional work.