

Fuel tanks were full. Instruments were checked, but none of the aircraft had a clock.

While Flight 19 remains one of America's most enduring, unsolved mysteries, some facts are known. Flight 19's departure from Naval Air Station Fort Lauderdale was led by one of the students. At some point the instructor, Fox Tare, 28, took the lead after the flight turned north on the second leg, thinking that his students were on the wrong heading. While the instructor was familiar with the Florida Keys, with both compasses out and with evidently no concept of time, he could have mistaken the cays of the Northern Bahamas for the Keys and the water beyond for the Gulf of Mexico.

Toward that end, the favorable weather of low ceiling and daytime 10-mile visibility were replaced by rain squalls and by turbulence and darkness of winter night. Terrific winds were encountered, and the calm sea now ran rough. Although no one can officially say what truly happened to Flight 19, former TBM pilots have expressed the opinion that an Avenger attempting to ditch at night in a heavy sea would almost certainly not survive the crash.

Recently, Mr. Speaker, there has been a renewed focus on solving this continuing mystery. Hopefully, this new investigation into the events on December 5, 1945, will result in concrete evidence as to the fate of Flight 19 and the PBM Mariner and will bring closure to the families who lost their loved ones on that fateful day.

Mr. Speaker, I again want to commend your colleague on this resolution.

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

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I yield as much time as he may consume to the gentleman from Florida (Mr. SHAW), the author of this resolution and a distinguished member of the Ways and Means Committee.

Mr. SHAW. Mr. Speaker, the Bermuda Triangle Flight 19 is one of the great mysteries of south Florida. There are those that will stand and look out to sea and say there is something strange out there, because it was on December 5, 1945, when 27 families experienced excruciating losses of their loved ones and this Nation lost 27 of its bravest and most dedicated Americans. While the events that tragic day may go unexplained, and they are still unexplained to this date, the memory of those men will not go unrecognized.

I am proud to sponsor H. Res. 500, which recognizes the 60th anniversary of the disappearance of the five naval Avenger torpedo bombers of Flight 19 and the naval Mariner rescue aircraft sent to search for Flight 19. These 27 men have the thanks of a grateful Nation.

At this time I would like to pause for a moment and read the names of the men who disappeared with Flight 19 and the naval Mariner rescue crew: Flight 19 crew headed by Charles Taylor, Forrest J. Gerber, Edward Joseph

Powers, Walter Reed, George Francis Devlin, Herman Thelander, Burt Baluk, Robert Peter Gruebel, Robert Gallivan, Howell Thompson, George Paonessa, William Lightfoot, George Stivers, Joseph Bossi.

This is the Mariner crew: Walter Jeffrey, Harrie Cone, Charles Arcenaux, Roger Allen, Lloyd Eliason, Alfred Zywicki, James Osterheld, John Menendez, Philip Neeman, James Jordan, Robert Cameron, Wiley Cargill, Donald Peterson. Their memories are lodged in the hearts of their loved ones who might survive them today.

I too would join with the ranking member on this particular bill to say that I do hope this mystery will finally be solved, because in south Florida this is still one of the great mysteries, what went on on December 5, 1945, and the Bermuda Triangle that caused so many to perish and so many aircraft.

Mr. Speaker, may God bless the families of these American heroes.

Mr. SPRATT. Mr. Speaker, I rise today in support of H. Res. 500, a resolution to commemorate the 60th anniversary of the disappearance of the Navy's Flight 19 in the Bermuda Triangle on December 5, 1945. Every schoolkid in America knows the Bermuda Triangle as a place of ghost stories and mystery—a place where whole ships and airplanes literally disappear without a trace. Rumors abound about the cause of these disappearances, ranging from mechanical failures to irregular magnetic field activity to extraterrestrial abduction. No mystery from the "Devil's Triangle" has more captured the attention or imagination of America than the ill-fated journey of Navy Flight 19.

At 2:10 p.m. on December 5, 1945, Flight 19, a squadron of five Navy Avenger TBM Torpedo Bombers, took off from Fort Lauderdale for a training run that took them into the heart of the Bermuda Triangle. The weather was cooperative and the water was calm, which was deemed lucky for a squadron where only one of the 14 airmen, Lt. Charles Taylor, had combat flight experience. Nonetheless, midway through the mission, Lt. Taylor became disoriented, claiming his compasses had stopped working, a curious phenomenon in an area known for erratic magnetic activity. Thinking himself over the Florida Keys, Lt. Taylor pointed his squadron Northeast in an attempt to return them to land. Unfortunately, the squadron was over the Bahamas to the east of Florida instead of over the Keys, so their continued northeasterly journey actually took them further out to sea. At 7:04 p.m., the last radio contact was made by Taylor, when he reportedly uttered "everything is wrong . . . strange . . . the ocean doesn't look as it should" and "They look like they're from outer space—don't come after me." After this communication, Flight 19 was never heard from again.

This kicked off a massive search spanning 250,000 square miles of ocean. As part of this search, two additional aircraft known as Martin Mariners, were deployed by the Navy to patrol and look for wreckage. With no indication of difficulty, one of these Martin Mariners failed to meet at a scheduled rendezvous point, and was never heard from again. No sign of the Mariner or the Flight 19 Avengers has ever been found. Roger Allen from Sumter, South

Carolina, in my district, was one crew member on the missing Mariner whose fate has yet to be discovered.

H. Res. 500 takes the laudable step of commemorating the 60th anniversary of the disappearance of Flight 19 and the naval Mariner rescue aircraft and honoring the memory of the 27 Navy airmen lost on these flights. It also acknowledges the continuing efforts to determine what caused these disappearances so we can provide answers and closure to the families of the airmen who were lost. I commend the fascinating and haunting tale of Flight 19 to anyone interested in the mystery of the Bermuda Triangle, and I join Congressman SHAW in urging my colleagues to support H. Res. 500.

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

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Virginia (Mrs. JO ANN DAVIS) that the House suspend the rules and agree to the resolution, H. Res. 500, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mrs. JO ANN DAVIS of Virginia. 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 question will be postponed.

AUTHORIZING THE SECRETARY OF THE NAVY TO ENTER INTO A CONTRACT FOR THE NUCLEAR REFUELING AND COMPLEX OVERHAUL OF THE USS "CARL VINSON"

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4326) to authorize the Secretary of the Navy to enter into a contract for the nuclear refueling and complex overhaul of the USS *Carl Vinson* (CVN-70).

The Clerk read as follows:

H.R. 4326

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

SECTION 1. REFUELING AND COMPLEX OVERHAUL OF THE U.S.S. CARL VINSON.

(a) CONTRACT AUTHORIZED.—Notwithstanding section 1502 of title 31, United States Code, the Secretary of the Navy may, subject to subsection (c), enter into a contract for the nuclear refueling and complex overhaul of the U.S.S. *Carl Vinson* (CVN-70).

(b) FISCAL YEAR 2006 LIMITATION.—Funds available to the Secretary of the Navy for fiscal year 2006 may be used for the commencement of work on the contract authorized by subsection (a) during fiscal year 2006, but only for obligations in an amount not to exceed \$89,000,000. Additional amounts may

be obligated for such work for fiscal year 2006 only to the extent to which authority is expressly provided by law, and funds are appropriated by law, for such obligations after the date of the enactment of this Act.

(c) CONDITION ON SUBSEQUENT CONTRACT PAYMENTS.—A contract entered into under subsection (a) shall provide that any obligation of the United States to make a payment under the contract—

(1) for fiscal year 2006 for an amount that would result in the total of the amounts so paid being in excess of the amount specified in subsection (b) is subject to the availability of appropriations for that purpose made in an Act making appropriations for the Department of Defense for that fiscal year; and

(2) for a fiscal year after fiscal year 2006 is subject to the availability of appropriations for that purpose for that fiscal year.

(d) WAIVER OF PROHIBITION OF NEW STARTS UNDER CONTINUING RESOLUTION AUTHORITY.—The contract authorized by this section may be entered into without regard to section 102(a) of Public Law 109-77 (119 Stat. 2038).

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Virginia (Mrs. JO ANN DAVIS) and the gentleman from North Carolina (Mr. BUTTERFIELD) each will control 20 minutes.

The Chair recognizes the gentlewoman from Virginia (Mrs. JO ANN DAVIS).

GENERAL LEAVE

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I ask unanimous consent that all Members may 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 gentlewoman from Virginia?

There was no objection.

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 4326, which would authorize the Secretary of the Navy to commence the nuclear refueling and complex overhaul of USS *Carl Vinson* (CVN-70). It will also place a cap on expenditures while we continue to work through the conferences on the defense authorization and the defense appropriations bills. By taking this action now, we allow the work to begin as originally contemplated by the Navy. The USS *Vinson* is currently in the Newport News shipyard; and with this legislation, the overhaul can begin in earnest without needless delay and without layoffs of the highly trained and highly capable shipyard workers.

□ 1330

The Refueling and Complex Overhaul, or RCOH, of a *Nimitz*-class aircraft carrier is the one-time mid-life maintenance availability for this class of ship. Consisting of a vigorous 40-month work package, the RCOH provides the necessary refueling and ship maintenance to enable the aircraft carrier to sail for another 25 years. I think it is important to note that the entire work package of over 26 million man-hours in the RCOH is roughly one-half of the work

required to build an aircraft carrier from scratch.

Over this maintenance period of 3½ years, there are countless improvements, modernizations, and renovations to be made in preparation for the second half of this magnificent warship's life, and the RCOH work represents over 35 percent of the entire maintenance requirement for the 50-year life of the *Nimitz* class.

While the nuclear refueling is the centerpiece of the work package, these ships contain over a billion parts; and the fact is, Mr. Speaker, that these parts need maintenance and updating. The *Carl Vinson*, for example, has sailed millions of miles in the 23 years since her commissioning in 1982, and this maintenance period is absolutely essential to her future service.

The USS *Carl Vinson* has served our country remarkably well. The ship has participated in operations around the world, most notably in the days after September 11, 2001, when the ship launched the first carrier-based air strikes into Afghanistan as part of Operation Enduring Freedom. In the following months, aircraft launched from the USS *Carl Vinson* flew over 4,200 missions to eliminate terrorist strongholds and training camps used by al Qaeda. I cannot think of a better way to support our Navy and our military than to pass this legislation that will enable the Navy and the thousands of shipyard workers at Northrop Grumman Newport News to complete this vital refueling and maintenance period.

In closing, I want to thank Chairman DUNCAN HUNTER of the House Armed Services Committee and his staff; Congressman SCOTT; as well as House leadership; and especially Congressman ERIC CANTOR for their hard work on this legislation.

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

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

Mr. Speaker, I thank my colleagues for considering this resolution today, and let me commend my chairman (Mr. HUNTER) and my ranking member (Mr. SKELTON) for their quick and decisive work on this issue.

Mr. Speaker, aircraft carriers are the backbone of our naval forces. We have seen their profound impact and flexibility in Operation Iraqi Freedom and Operation Enduring Freedom and during tsunami relief efforts in Indonesia, and in other locations.

The bulk of our carrier force is comprised of nuclear carriers which must be refueled and refitted every 25 years. This process takes approximately 2 years, and carriers are refitted back to back.

With that said, Mr. Speaker, the minority has reviewed this bill, and I rise today in strong support of H.R. 4326. This bill is necessary because this Congress, the House and Senate both, have as of yet been unable to finish either the defense appropriations bill or the

defense authorization bill. I regret to inform the House, Mr. Speaker, that today, a full 47 days after the start of the current fiscal year, we have left the Department of Defense without a budget and without an authorization from Congress. This occurs even as the men and women of our military are deployed at numerous locations around the world fighting a war.

I mention these facts, Mr. Speaker, because the bill we consider today is intended to correct just one of the thousands of problems created by our inability to complete our work. The United States Navy has long planned to begin the process of refueling the USS *Carl Vinson* this week. The *Vinson* is a *Nimitz*-class nuclear-powered aircraft carrier which has served this Nation with great distinction since she was commissioned back in 1982. She is named for a fine Member of this body, a Democrat, I might say, from the State of Georgia, who chaired the House Armed Services Committee.

Possibly the *Vinson*'s finest hour came on October 7 of 2001 when she launched the first U.S. air attacks in support of Operation Enduring Freedom. Over the next 72 days, the *Vinson* launched over 4,000 combat sorties in support of U.S. and Northern Alliance forces in Afghanistan. It goes without saying, Mr. Speaker, that these air strikes led directly, directly to a very successful outcome.

Today, however, the Navy finds itself in a peculiar bind. It cannot proceed to refuel this ship, which will allow it to operate for another 25 years in defense of this country, without an authorization from Congress. What does this mean? Mr. Speaker, it means that up to 1,700 workers at the Newport News shipyard in Virginia could be laid off as early as next week. To give these workers pink slips would be an utter travesty, Mr. Speaker; and for this reason, I urge my colleagues to vote in favor of this bill.

It must be said, however, that the passage of this bill is an entirely inadequate substitute for passage of the fiscal year 2006 defense authorization and defense appropriations bills. As I mentioned, there are literally thousands of military programs affected in ways, both large and small, by the fact that Congress has not completed its work. While I am pleased that we can save many good jobs in Virginia today by passing this bill, I cannot be satisfied. At a time of war, we owe it to all of the members of our military and we owe it to the Department of Defense to see the defense authorization and appropriations bills completed.

Mr. Speaker, as I travel to visit our troops next week, I would like to visit our warfighters with the satisfaction of knowing that we have passed the 2006 defense budget.

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

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I am pleased to yield such time as she may consume to another

distinguished member of the Armed Services Committee and my colleague from Virginia (Mrs. DRAKE).

Mrs. DRAKE. Mr. Speaker, I too rise in strong support of H.R. 4326. After 13 historic deployments, the nuclear carrier USS *Carl Vinson* is ready to undertake a large and complex refueling process at Newport News, Virginia. The Refueling and Complex Overhaul will provide the necessary work for the 2,000 workers standing by at Newport News who are simply waiting on Congress to do its job and authorize this work to begin.

Funds are authorized in both versions of the fiscal year 2006 defense authorization bill and appropriated in both versions of the fiscal year 2006 defense appropriations bill. However, delays with both bills have created a serious situation. If the Navy is not granted this authority to enter into this contract, the result will be the laying off of hundreds of shipyard workers in Hampton Roads.

The ship is currently being prepped for refueling, using fiscal year 2005 dollars. However, the funding for such preparation runs out this Friday. Without this legislation, the workers, materials, and resources that have already been assigned to complete such work will have to be reallocated, thus costing the American taxpayer millions.

The passage of this bill will allow the Navy to contract and fund this maintenance for 30 to 45 days until the defense authorization and appropriations conference reports can be acted upon.

Mr. Speaker, I would also like to thank Chairman DUNCAN HUNTER, the staff of the Armed Services Committee, Congresswoman DAVIS, as well as House leadership and Congressman ERIC CANTOR, for their hard work on this legislation.

Mr. BUTTERFIELD. Mr. Speaker, I yield such time as he may consume to my friend and colleague from Virginia (Mr. SCOTT).

Mr. SCOTT of Virginia. Mr. Speaker, I thank the gentleman from North Carolina for yielding me this time.

Mr. Speaker, the USS *Carl Vinson* was scheduled to commence Refueling and Complex Overhaul at Northrop Grumman Newport News last week on November 10.

The authorization and funding for this project was included in the President's fiscal year 2006 budget request and was included in each Chamber's version of the fiscal year 2006 defense authorization and appropriations bills. There is no controversy about these provisions, but the defense bills, as we have heard, have not passed, they are still being negotiated, and there may be some time before final action is taken. Since neither the defense authorization or appropriations conference reports have passed, the lack of authorization language and funding has prevented the Navy from moving forward with this contract, and no work can begin until some legislation actually passes. Some of the workers

may be temporarily placed on other jobs, but most will either be idle or laid off, possibly replaced by less experienced workers. Vendor schedules will also be adversely affected.

Mr. Speaker, this delay will obviously increase the costs of the overhaul program. It will complicate other ship construction and repair schedules at Northrop Grumman Newport News facilities. H.R. 4326 will allow the work to proceed without further delay. It will save money and enhance national security by speeding up the return of the *Vinson* to the carrier fleet.

Mr. Speaker, I want to thank the gentlewoman from Virginia (Mrs. JO ANN DAVIS), for her hard work on this bill; my other colleagues, Mrs. DRAKE and the gentleman from North Carolina. We all have shipyard workers in our districts. I want to also thank the leadership of the Armed Services Committee and the leadership of the House for expediting the passage of this bill.

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

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. BOOZMAN). The question is on the motion offered by the gentlewoman from Virginia (Mrs. JO ANN DAVIS) that the House suspend the rules and pass the bill, H.R. 4326.

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

A motion to reconsider was laid on the table.

EXPRESSING THE SENSE OF THE CONGRESS REGARDING OVERSIGHT OF THE INTERNET CORPORATION FOR ASSIGNED NAMES AND NUMBERS

Mr. UPTON. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 268) expressing the sense of the Congress regarding oversight of the Internet Corporation for Assigned Names and Numbers.

The Clerk read as follows:

H. CON. RES. 268

Whereas the origins of the Internet can be found in United States Government funding of research to develop packet-switching technology and communications networks, starting with the "ARPANET" network established by the Department of Defense's Advanced Research Projects Agency in the 1960s and carried forward by the National Science Foundation's "NSFNET";

Whereas in subsequent years the Internet evolved from a United States Government research initiative to a global tool for information exchange as in the 1990s it was commercialized by private sector investment, technical management and coordination;

Whereas since its inception the authoritative root zone server—the file server system that contains the master list of all top level domain names made available for routers serving the Internet—has been physically located in the United States;

Whereas today the Internet is a global communications network of inestimable value;

Whereas the continued success and dynamism of the Internet is dependent upon continued private sector leadership and the ability for all users to participate in its continued evolution;

Whereas in allowing people all around the world freely to exchange information, communicate with one another, and facilitate economic growth and democracy, the Internet has enormous potential to enrich and transform human society;

Whereas existing structures have worked effectively to make the Internet the highly robust medium that it is today;

Whereas the security and stability of the Internet's underlying infrastructure, the domain name and addressing system, must be maintained;

Whereas the United States has been committed to the principles of freedom of expression and the free flow of information, as expressed in Article 19 of the Universal Declaration of Human Rights, and reaffirmed in the Geneva Declaration of Principles adopted at the first phase of the World Summit on the Information Society;

Whereas the U.S. Principles on the Internet's Domain Name and Addressing System, issued on June 30, 2005, represent an appropriate framework for the coordination of the system at the present time;

Whereas the Internet Corporation for Assigned Names and Numbers popularly known as ICANN, is the proper organization to coordinate the technical day-to-day operation of the Internet's domain name and addressing system;

Whereas all stakeholders from around the world, including governments, are encouraged to advise ICANN in its decision-making;

Whereas ICANN makes significant efforts to ensure that the views of governments and all Internet stakeholders are reflected in its activities;

Whereas governments have legitimate concerns with respect to the management of their country code top level domains;

Whereas the United States Government is committed to working successfully with the international community to address those concerns, bearing in mind the need for stability and security of the Internet's domain name and addressing system;

Whereas the topic of Internet governance, as currently being discussed in the United Nations World Summit on the Information Society is a broad and complex topic;

Whereas it is appropriate for governments and other stakeholders to discuss Internet governance, given that the Internet will likely be an increasingly important part of the world economy and society in the 21st Century;

Whereas Internet governance discussions in the World Summit should focus on the real threats to the Internet's growth and stability, and not recommend changes to the current regime of domain name and addressing system management and coordination on political grounds unrelated to any technical need; and

Whereas market-based policies and private sector leadership have allowed this medium the flexibility to innovate and evolve: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That it is the sense of Congress that—

(1) it is incumbent upon the United States and other responsible governments to send clear signals to the marketplace that the current structure of oversight and management of the Internet's domain name and addressing service works, and will continue to deliver tangible benefits to Internet users worldwide in the future; and

(2) therefore the authoritative root zone server should remain physically located in