

she could not counsel with a State attorney general to help that State attorney general fight against mortgage foreclosures.

When have you forbidden a Federal representative, a Federal representative of the United States Government, from talking to the States to be helpful? What is the purpose of the Federal Government other than to be helpful?

It is time to stop the charade and stand with the American people. Get someone working on that consumer board to protect the American people from reckless and unfair mortgage practices.

#### MISSOURI RIVER FLOODING

(Mrs. NOEM asked and was given permission to address the House for 1 minute.)

Mrs. NOEM. Mr. Speaker, I rise today to empathize and to stand with those in my home State of South Dakota who are experiencing flooding along the Missouri River. Up and down the Missouri River, people continue to hope for the best and to prepare for the worst as floodwaters continue to rise, and are going to rise, to record levels over the coming days and weeks.

I was in our State capital of Pierre and in the Fort Pierre area this past weekend with residents helping sandbag with my family and surveying the looming damage. While the forecasts for flooding grow grim, neighbors continue to help neighbors, and an unshakeable sense of community remains strong. I also commend the hard work of the South Dakota National Guard for swiftly responding to the call of those that are in need.

Many of those affected have worked tirelessly over the past week on short notice to protect their homes. Even so, thousands could be displaced for months until the water recedes, not knowing if they'll even have a home they can go back to.

Mr. Speaker, I would ask that our thoughts and that our prayers would be with all of those who have been affected by these floodings and natural disasters in South Dakota and across our great country.

#### DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS ACT, 2012

The SPEAKER pro tempore (Mr. YODER). Pursuant to House Resolution 287 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 2017.

□ 1225

#### IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 2017) making appropriations for the Department of Homeland Security for the

fiscal year ending September 30, 2012, and for other purposes, with Mr. WESTMORELAND (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose on Thursday, June 2, 2011, a request for a recorded vote on the amendment offered by the gentleman from Indiana (Mr. ROKITA) had been postponed and the bill had been read through page 92, line 7.

#### AMENDMENT OFFERED BY MS. BALDWIN

Ms. BALDWIN. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

At the end of the bill (before the short title), insert the following:

SEC. \_\_\_\_ . None of the funds made available by this Act may be used to design, develop, or procure any vessel of the Coast Guard Offshore Patrol Cutter class of ships unless the main propulsion diesel engines of the vessel are manufactured in the United States by a domestically operated entity, except that the Secretary of Homeland Security may waive the application of this section if only one domestically operated entity exists to design, develop, or procure the main propulsion diesel engines.

Mr. ADERHOLT. Mr. Chairman, I reserve a point of order on the gentleman's amendment.

The Acting CHAIR. A point of order is reserved.

The gentlewoman from Wisconsin is recognized for 5 minutes.

Ms. BALDWIN. Mr. Chairman, my amendment is simple. It would prohibit funds from being used to design, develop or procure Coast Guard Offshore Patrol Cutters unless the main diesel engines are manufactured in the United States and made by American workers. To address any concerns that this could be a single-source contract, this provision may be waived to ensure competition and best value to the American taxpayer.

The Coast Guard plans to build and procure 25 or more Offshore Patrol Cutters in the coming years. And I fully support this acquisition program. However, I believe that the Coast Guard should be required to purchase engines manufactured in the United States made by American workers.

For some reason, though, the Coast Guard has a history of buying ship engines from foreign manufacturers. We also know that the Coast Guard has a history of designing ship platforms which give preference to overseas manufacturers, resulting in major contracts going to foreign manufacturers.

This practice is driving American manufacturers out of business.

Although Congress required that vessels for the Coast Guard be manufactured in the United States starting back in 1993, in recent years, the Coast Guard has continued to procure vessel engines from foreign manufacturers.

Mr. Chairman, this is just plain wrong. The Offshore Patrol Cutter is a 25-ship class, one of the Coast Guard's largest cutter classes. Making these ships here in America would generate a

lot of U.S. manufacturing jobs for many years to come. But absent some direction from this Congress, I believe that the Coast Guard will continue to send American manufacturing jobs overseas. With unemployment at 9 percent, Mr. Chairman, we can no longer tolerate this situation. Let's bring these jobs back home. Let U.S. manufacturers compete for taxpayer dollars.

I want to offer at least one specific example of the Coast Guard's current shortsighted procurement policy—the contract that they gave to MTU, a German manufacturer, for the May propulsion diesel engine of the first National Security Cutter.

This vessel, the US CGC *Bertholf*, suffered a catastrophic failure, including an explosion and destruction of the piston and connecting rod that had to be replaced. Now, in its solicitation for this replacement, the Coast Guard noted that "a number of the critical parts are only currently available from the MTU factory in Germany, where these engines are manufactured. These critical parts must be specifically manufactured and have a lead time of 6 to 8 weeks from receipt of order. In addition, these parts must pass through U.S. Customs, which may entail additional delays."

□ 1230

The Coast Guard purchased these repairs on a sole-source basis from Germany at an estimated cost to the taxpayer of \$265,000. U.S. manufacturers never had a chance to compete for these engines and any repair work necessary down the road.

Again, Mr. Chairman, this is just plain wrong.

Getting Americans back to work is my number one priority, and I believe my colleagues would agree with me on this. I know full well these are challenging economic times in my home State of Wisconsin and across the Nation.

Recently, I visited a manufacturing plant located in my district. Workers there are confused. They don't understand why any branch of the Federal Government, much less a branch of homeland defense, would choose to give a major contract to a foreign competitor. The workers I spoke with share the worries of working families across the country: Will they be able to support their families? Will their children have the same opportunities they had, or will they see their jobs shipped overseas?

At the end of the day, this is about doing what is right by our fellow Americans.

Mr. Chairman, isn't keeping capable, hardworking Americans working the essence of homeland security?

In matters of national security in particular, I believe we should ensure that American workers build what we need to keep America safe.

My amendment is a small, but very needed change to the current Coast Guard procurement process. It will