

Upon his graduation from high school, Alexander attended Susquehanna University and earned a Bachelor's of Science degree in Finance and Information Systems in 2005. He worked full-time after college and attended Drexel University's LeBow College of Business at night. In 2011, he received a Master's of Business Administration in Investment Management and International Business. In July 2015, Alex obtained his green card and married his wife, Erin, later that same year in October. They currently reside in Selinsgrove with their three adopted cats and are currently restoring one of the town's historic properties on Market Street.

Today, Alexander remains a selfless member of his community. He previously served as a volunteer firefighter, takes part in 5k races and soccer games to raise money for charitable causes, and frequently participates in volunteer opportunities through his employer, Prudential Financial. He is also an avid fan of the Philadelphia Eagles, Flyers, and Phillies.

Madam Speaker, if today we were tasked with finding some living proof that demonstrates how alive and well the promise of America is today, I would respectfully reference this invitation to congratulate Alexander V. Mitrenko on becoming a citizen of the United States of America. We, as a free and democratic nation, congratulate and welcome him, as he is officially guaranteed the inalienable rights to life, liberty, and the pursuit of happiness.

RECOGNIZING THE METROPOLITAN AFRICAN METHODIST EPISCOPAL CHURCH

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 10, 2019

Ms. NORTON. Madam Speaker, I rise today to ask the House of Representatives to join me in recognizing the Metropolitan African Methodist Episcopal Church for its many contributions to the District of Columbia. Metropolitan, also known as the National Cathedral of African Methodism, was founded in 1838 and has been a leading spiritual and community resource ever since.

On July 2, 2019, Metropolitan held a well-attended and informative community meeting on D.C. statehood. This meeting at the church was an act of leadership in keeping with its long tradition of deep involvement not only with its members but also with the District.

Metropolitan began as two separate churches, Israel Bethel AME and Union Bethel AME. In 1838, these two churches came together. The combined churches received an official sanction from the Baltimore Conference of the African Methodist Episcopal Church on July 6, 1838.

The church retained the name Union Bethel until 1870 when the Baltimore Conference designated a new church name and the construction of a new "Metropolitan African Methodist Episcopal Church." Along with the new designation, the Baltimore Conference attached two key conditions—the first was that the church needed to be located near the Capitol and White House, and the second was that each Annual Conference of AME churches was called upon to donate money for the

construction of the Metropolitan African Methodist Episcopal Church. To represent the gratitude of the congregation, the church was built with stained glass windows for each contributing Annual Conference.

The church has done pathbreaking work over the years, from hiding enslaved Africans in the 19th century, to educating community members about AIDS and voting rights. Metropolitan is not only a leading place of worship but also a community resource, promoting intellectual and political achievement through the Bethel Literary and Historical Society since 1850. Metropolitan has opened its doors to many prominent visitors such as Barack Obama, Fredrick Douglass and Eleanor Roosevelt.

Madam Speaker, I ask my colleagues to join me in recognizing the Metropolitan African Methodist Episcopal Church for its 180-year history of contributions to its members and to the District of Columbia for its leadership and for encouraging discussion of the Washington, D.C. Admission Act, which would make D.C. the 51st state.

HONORING THE WORLD WAR II, KOREAN WAR, AND VIETNAM WAR VETERANS OF ILLINOIS

HON. MIKE QUIGLEY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 10, 2019

Mr. QUIGLEY. Madam Speaker, I rise to honor the World War II, Korean War, and Vietnam War veterans who traveled to Washington, D.C. on June 5, 2019 with Honor Flight Chicago, a program that provides World War II, Korean War, and Vietnam War veterans the opportunity to visit their memorials on The National Mall in Washington, D.C. These memorials were built to honor their courage and service to their country.

The American Veteran is one of our greatest treasures. The Soldiers, Airmen, Sailors, Marines, and Coast Guardsmen who traveled here on July 10th answered our nation's call to service during several of its greatest times of need. Across the world, these brave Americans risked life and limb, gave service and sacrificed much, all while embodying what it is to be a hero. We owe them more gratitude than can ever be expressed.

I welcome these brave veterans to Washington and to their memorials. I am proud to include in the RECORD the names of these men and women for all to see, hear, and recognize, and I call on my colleagues to rise and join me in expressing gratitude:

John G. Aister; Victor J. Alvarez; Brownie J. Andrews, Jr.; Joseph J. Arcara; William J. Arndt; Gordon W. Atkins; George E. Batson; Charles Bennett; John C. Bierman; James Terry Blue, Sr.; John J. Borg; Walter L. Brooks; Robert A. Bryant; Patrick Butler; John W. Cannon; James M. Clemons; Leroy Cobb; Matthew W. Connor.

William J. Dierks; Jack H. Doyle; William Thomas Dzingel; Duane Arthur Foss; Charles W. Fruehe; Dennis W. Galloway; Richard Gardner; Philip L. Givens; Robert Wesley Godfrey; John P. Greaney; Robert L. Gurley; James A. Haegle, Sr.; Ernest R. Hanna; Edwin W. Hendry; James John Hennessy; Thomas J. Henry; Superman J. Horn; Archie Hubbard, Jr.

Michael M. Hughes; Holman B. Ingram; Angelo Irizarry; Nello D. Isabelli; Ronald J. Janiak; Robert E. Jensen; Theodore B. Knapp; Harold B. Koenen; Ronald J. Konetsky; James J. Kosinski; Richard Kowalski; Joseph Kwak; Earl M. Laib; Andrew Leverenz; James O. Lewis; William R. Lindberg; Robert B. Locknar; Stanley R. Lokaj.

Bernard LoMonaco; David L. Lowe; Stewart G. Margolis; Joseph Martinek; Dwight C. McConnell; Stuart W. McDowell; Edward W. McQuiston; Robert J. Misevich; Fernando E. Montilla; Leonard W. Morris; Jerry I. Mosenson; Charles E. Nichols; Earl A. Nordmeyer; Harlan W. O'Cull; William O'Neill; Paul M. Obinger; Stanley J. Penczak.

Steven L. Penczak; George L. Peso; Dennis R. Rokita; Kent Romanus; Ralph H. Schmalfeld; Terrence Lee Schmidt; James Schwartz; Robin P. Schwarz; Aubrey L. Smith; Lynwood Smith; Gerald S. Snarski; Joseph J. Stachon; Leroy E. Stahr; Willard Stockfisch; Myron I. Strepka; Albert F. Struska; Alexander C. Styrzula; Edward Sulita.

Robert Sweeney; James J. Sykucki; Donald G. Tollefsen; Gregory B. Tweedy, Sr.; John J. Valverde; Hector H. Villarreal; Robert W. Vogeltanz; Leonard A. Wantroba; Lawrence Weiss; Edward K. Weyna; Edward S. Weyna; James C. Wightman; Clyde Wilson; Samuel Wilson; Leo W. Wysocki; Ascher Daniel Yates; and Daniel R. Yatsko.

PERSONAL EXPLANATION

HON. LOIS FRANKEL

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 10, 2019

Ms. FRANKEL. Madam Speaker, on roll call votes 431, 432, and 433, I was not present because I was unavoidably detained. Had I been present, I would have voted "YEA," "YEA," and "YEA" respectively.

IN RECOGNITION OF DON SCHIMMELS' 100TH BIRTHDAY

HON. MIKE GALLAGHER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 10, 2019

Mr. GALLAGHER. Madam Speaker, I rise today to honor Don Schimmels of Luxemburg, Wisconsin on celebrating his 100th birthday.

Born on July 10, 1919, Don grew up in Milwaukee, Wisconsin and graduated from Messmer High School in 1938. He enlisted in the U.S. Army Air Corps in 1940 and specialized as a mechanic, repairing aircraft such as fighter jets, P39s and P40s, and bombers.

During his service, Don was stationed on Canton Island in the South Pacific Ocean for nine months. Used by the U.S. military as a refueling stop for combat aircraft travelling from Hawaii, the Island played a crucial role in supporting U.S. air forces during WWII. Don was on the Island during the pivotal Gilbert and Marshall Islands campaign that took place from November 1943 through February 1944.

After serving for five years, Don was discharged in 1945. He used the GI Bill to earn degrees in literature and history. He later

earned a master's degree in library science from Marquette University. Upon graduation from Marquette in 1951, he taught first at the Northwestern Military and Naval Academy in Lake Geneva and then Pius XI High School in Milwaukee.

In 1954 he began a 30-year career at Luxemburg-Casco High School. That same year he met his wife, Myra. The couple has been married for over 63 years. Don and Myra have three children, Joe, Teri, and Peggy. They are also proud grandparents to many grandchildren and a great-grandchild.

Don continuously gives back to others and serves his community. He teaches religious education courses to high school students every Wednesday at St. Mary Parish in Luxemburg. He is also a member of American Legion Post 262 in Luxemburg and VFW Post 3392 in Kewaunee.

Madam Speaker, I urge all members of this body to join me in applauding Don Schimmels for his service and wishing him a happy and healthy 100th birthday.

IMPORTANCE OF SUSTAINING OUR SHIPPING INDUSTRIAL BASE

HON. ROBERT J. WITTMAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 10, 2019

Mr. WITTMAN. Madam Speaker, I rise today to highlight the ongoing challenges facing our domestic industrial base, specifically the shipbuilding industry, and I want to urge my colleagues to consider the tough realities facing our nation and its ability to produce ships for both military missions and commercial applications in the future.

One of the key points of contention between Republicans and Democrats on the NDAA concerns the authorization level or topline for this legislation in Fiscal Year 2020. I want to highlight the state of the shipbuilding industrial base as a case study for an increased topline.

We currently have 290 deployable battle force ships in our Navy, with a plan to get us to 355 ships as soon as possible. This was codified by the SHIPS Act that I sponsored in 2017 with Sen. WICKER which was included in that year's National Defense Authorization Act.

Consider that, over time, our national capacity to build ships has continued to decline and the remaining shipyards and suppliers are increasingly at risk. We have lost dozens of shipyards and tens of thousands of suppliers over the last 15 years, which makes it even more compelling that we do all we can to support the shipyards and suppliers that remain.

In 2018, in response to a Presidential Executive Order, the Department of Defense submitted a report entitled "Assessing and Strengthening the Manufacturing and Defense Industrial Base and Supply Chain Resiliency of the United States".

Quoting from the report, "The shipbuilding industrial base is a national asset and absolutely vital to America's ability to build and sustain the Naval fleet. The Navy is focused on improving the health of the industrial base to meet its requirement of a 355 ship fleet with a long range plan anchored by industrial stability. The analysis performed in response to the Executive Order identified five underlying

risks: dependency on single/sole source suppliers, capacity shortfalls, lack of competition, lack of workforce skills, and unstable demand."

So you can see, Madam Speaker, that there are clearly significant challenges facing our Navy and our nation's ability to produce warships in the future. Single/sole source suppliers, capacity shortfalls, loss of competition, lack of workforce skills and unpredictable demand are all hampering our nation's ability to build its future fleet. This is not a new issue but I'm afraid that the problems confronting our industrial base are only getting worse.

So what has Congress done and what should be done going forward?

We have made significant investments throughout our Navy's future fleet, including funds for our aircraft carrier fleet and a single contract awarded earlier this year for procurement of both CVN 80 and CVN 81, the 3rd and 4th *Gerald R. Ford*-class aircraft carriers. I'm proud to have led the effort in this House to provide the necessary authorization for this contract to be awarded—this contract will save \$4 billion compared to buying these ships individually and sends exactly the right message to all involved that we are serious about building more ships in this country.

We have provided consistent funding and support for our nation's submarine programs, and 2019 marks the 9th consecutive year that 2 *Virginia*-class Submarines have been procured via the annual authorization/appropriations process. The legislation we are considering today authorizes a 3rd *Virginia*-class Submarine to be procured in fiscal year 2020 as we have heard on numerous occasions about the attack submarine force structure shortfall facing our Navy. In 2028 for example, there is a forecast level of 42 attack submarines against a stated requirement for 66 submarines.

On the Columbia ballistic missile submarine program, Congress has been steadfast in its support of the Department of Defense's No. 1 acquisition priority. Partly as a result, next year when our nation procures the first boat in the *Columbia* class it will have the highest percentage of design completed for a first of class ship in recent memory.

Congress has provided multiple years of Supplier Development funding for our nuclear shipbuilding programs with additional planned investment. I look forward to hearing from the Navy about these investments and how they will be helping to shore up certain parts of our nuclear shipbuilding industrial base.

Congress has also been extremely supportive for amphibious warships, with congressional authorization and funding underway since Fiscal Year 2013 to enable our Navy to move between the San Antonio Flight I and the San Antonio Flight II class of LPDs. In fact, Congress has led the Navy with successive authorization and appropriation of LPD 28, LPD 29, and LPD 30 since Fiscal Year 2015 alone. In Fiscal Year 2019, both the LHA program and the LPD Flight II program received \$350 million in advance procurement toward the construction of LHA 9 and LPD 31, respectively. Unfortunately, our amphibious force remains below the stated requirement of 38 ships and the Pentagon and Navy have not moved out with the timely execution of these FY 19 funds, critical for our supplier base. This bill takes a step in the right direction and authorizes LPD-31 and the incremental fund-

ing to support this critical asset. Congress has done its job and now it's time for the Department of Defense and the Department of the Navy to do their job and get these funds on contract. Our shipbuilding industrial base is ready, the shipyards are ready—it's time to get going and move out.

On surface combatants, Congress has been extraordinarily supportive of the Navy's DDG 51 *Arleigh Burke*-class Destroyer program with 2 successive Multiyear Procurements executed since the program restarted almost a decade ago. The DDG 51 program, unfortunately, experienced a program lapse of several years as Navy stopped, then restarted production after a several year hiatus—the supplier base atrophied and went elsewhere, causing the government to work and reconstitute our nation's ability to build *Arleigh Burke*-class destroyers. The program has returned to some level of stability today, and these multiyear procurements have saved taxpayers billions of dollars when compared to annually procuring 1–2 ships each year. As a result, the Navy is now requesting procurement of up to 3 DDG 51 class ships in a given fiscal year—these ships are the workhorses of our fleet and they are needed worldwide.

Next year, the Navy will award a contract for design and construction of a next-generation Frigate. This ship is critical to the future fleet but it is also essential for the health and sustainment of our fragile domestic industrial base. I applaud the Navy's acquisition approach which included a significant period for concept design and refinement to be followed by a robust competition detail design and construction for this next class of warship. I want the best ship with the best value to be our next Frigate, but I also want the Pentagon to recognize that it must take a holistic approach to shipbuilding and its stewardship of the shipbuilding industrial base. We saw the problems created by Navy stopping and starting DDG 51 production and I am mindful of not making the same mistake twice with this upcoming acquisition. Our industrial base is fragile—decisions made on one program will have cascading effects on multiple programs underway within Navy shipbuilding.

In closing, Madam Speaker, Congress continues to exercise its constitutional mandate to provide and maintain a Navy. There have been a series of congressional investments made over the last several years which demonstrates our commitment to building a robust future fleet. I call on the Pentagon and Navy leadership to recognize this commitment and make future decisions consistent with our goal of a larger more lethal Navy with a robust and viable industrial base.

DEPARTURE OF MICHAEL LONERGAN, DEPUTY CHIEF OF MISSION FOR IRELAND TO THE UNITED STATES

HON. BRENDAN F. BOYLE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 10, 2019

Mr. BRENDAN F. BOYLE of Pennsylvania. Madam Speaker, my rising today is bittersweet as we acknowledge the departure of Ireland's Deputy Chief of Mission here in Washington: Michael Loneragan.