

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.