

the trials she was at last ready for duty. On 7 July, the *Wisconsin* departed Norfolk, Virginia, on her way to war with the legendary Admiral William F. "Bull" Halsey and his 3rd Fleet. She came to the aid of U.S. Marines and infantry as they began their island-hopping strategy toward Japan by sending her shells with deadly accuracy into the Philippines.

Following that action, the *Wisconsin* joined the 5th Fleet under another legendary commander, Admiral Raymond Spruance, and helped eliminate the Japanese resistance on Iwo Jima and Okinawa, then joining in the Battle of Leyte Gulf. After that, the U.S.S. *Wisconsin* became part of Fast Carrier Task Force 38; joining in the attacks on the Philippine Islands, Saigon, Camranh Bay, Hong Kong, Canton, Hainan, and finally the Japanese home islands.

Following Japan's surrender, the *Wisconsin* headed home with five battle stars to her credit. Additionally, after nearly two years of service in the Pacific theater during World War II, the *Wisconsin* didn't lose one crewman or get hit. This is truly an amazing fact.

After her service in World War II, she spent the summer at the Norfolk Naval Shipyard where she underwent an extensive overhaul. On 1 July 1948, she was taken out of commission, in reserve, and assigned to the Norfolk Group of the Atlantic Reserve Fleet.

However, her rest was short as the Korean War reawakened the *Wisconsin* and her sister battleships. She departed Norfolk on 25 October 1951, bound for the Pacific where she became the flagship of the 7th Fleet. When the Korean War broke out, future Admiral Elmo Zumwalt, Jr., served as the *Wisconsin's* navigator and extolled her "versatility, maneuverability, strength, and power." During the conflict, she covered troop landings; fired upon enemy troops, trains, trucks, and bridges all along the Korean coastline; and attacked important North Korean ports in Hungnam, Wonsan, and Songjin. In April 1952, she headed to Long Beach, CA, with yet another battle star.

After departing Long Beach and arriving in Norfolk, the *Wisconsin* received her second overhaul at the Norfolk Naval Shipyard. Following a number of peacetime and diplomatic voyages showing the flag, she returned to Norfolk on 11 June 1954 for a brief overhaul before taking on her role as a training ship.

Surprisingly, it was during her service as a training ship that the *Wisconsin* received the greatest damage. On 6 May 1956, as she was cruising off the Virginia Capes in heavy fog, she collided with the destroyer U.S.S. *Eaton*. The *Wisconsin* returned to Norfolk with extensive damage to the bow, and a week later found herself back in the Norfolk Naval Shipyard. Shipyard workers fitted a 120-ton, 68-foot bow section from the unfinished *Iowa*-class battleship *Kentucky*. Working round-the-clock, *Wisconsin's* ship force and

shipyard personnel completed the operation in just 16 days.

On 28 June 1956, the ship was once again ready for service. Over the next two years she steamed from Norfolk five more times before heading for Philadelphia and deactivation. For the next 28 years she remained on inactive status until 1986, when she was towed to Ingalls Shipbuilding in Pascagoula, Mississippi. In 1988, the U.S.S. *Wisconsin* was re-commissioned for a third time.

In 1991, she led the Navy's surface attack on Iraq during the Gulf War and on 17 January fired her first tomahawk missile in the Persian Gulf War. Following her service, she was honored by leading the "Parade of Ships" for the Fleet Week celebration in New York Harbor.

On 7 December 2000, 57 years to the day after she was commissioned, the U.S.S. *Wisconsin* arrived at Nauticus, the National Maritime Center in Norfolk, Virginia, and was given a deserved salute featuring a flyover with F-14s and a 21-gun salute. At Nauticus, she serves as a floating monument and, in April of this year, will once again serve the public when she opens her deck as an educational museum. I wish she had found her final port in the great state of Wisconsin, but getting her there simply isn't possible—she's just too big.

Mr. President, I hope my colleagues will help me and the senior Senator from Wisconsin honor this great ship with a commemorative stamp.

#### NOTICE OF HEARING

##### COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. MURKOWSKI. Mr. President, I would like to announce for the information of the Senate and the public that a hearing has been scheduled before the Committee on Energy and Natural Resources.

The hearing will take place on Wednesday, January 31, 2001 at 9:30 a.m. in room SH-216 of the Hart Senate Office Building in Washington, D.C.

The title of this oversight hearing is "California's Electricity Crisis and Implications for the West."

Because of the limited time available for the hearing, witnesses may testify by invitation only. However, those wishing to submit written testimony for the hearing record should send two copies of their testimony to the Committee on Energy and Natural Resources, United States Senate, SRC-2 Russell Senate Office Building, Washington, D.C. 20510-6150.

For further information, please call Trici Heninger at (202) 224-7875.

#### AUTHORITY FOR COMMITTEES TO MEET

##### COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the Com-

mittee on Commerce, Science, and Transportation be authorized to meet on Wednesday, January 24, 2001, at 9:30 a.m. on the Nomination of Norman Mineta to be Secretary of Transportation.

The PRESIDING OFFICER. Without objection, it is so ordered.

##### COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the Committee on Energy and Natural Resources be authorized to meet during the session of the Senate on Wednesday, January 24, for purposes of conducting a Full Committee business meeting which is scheduled to begin at 9:30 a.m. The purpose of this business meeting is to consider the nomination of Gale Norton to be Secretary of the Interior.

The PRESIDING OFFICER. Without objection, it is so ordered.

##### COMMITTEE ON HEALTH, EDUCATION, LABOR, AND PENSIONS

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the Committee on Health, Education, Labor, and Pensions be authorized to meet for a hearing on the nomination of Elaine Chao to be Secretary of Labor during the session of the Senate on Wednesday, January 24, 2001, at 9:30 a.m.

The PRESIDING OFFICER. Without objection, it is so ordered.

##### COMMITTEE ON THE JUDICIARY

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet to conduct a markup on Wednesday, January 24, 2001, at 10 a.m. The markup will take place in Dirksen Room 226.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### APPOINTMENTS

The PRESIDING OFFICER. The Chair announces on behalf of the Democratic leader, pursuant to the provisions of S. Res. 105 (adopted April 13, 1989), as amended by S. Res. 149 (adopted October 5, 1993), as amended by Public Law 105-275, further amended by S. Res. 75 (adopted March 25, 1999), and S. Res. 383 (adopted October 27, 2000), the appointment of the following Senators to serve as members of the Senate National Security Working Group for the 107th Congress:

The Senator from West Virginia (Mr. BYRD) (Democratic Administrative Co-Chairman)

The Senator from Michigan (Mr. LEVIN) (Democratic Co-Chairman)

The Senator from Delaware (Mr. BIDEN) (Democratic Co-Chairman)

The Senator from Massachusetts (Mr. KENNEDY)

The Senator from Maryland (Mr. SARBANES)

The Senator from Massachusetts (Mr. KERRY)

The Senator from North Dakota (Mr. DORGAN)

The Senator from Illinois (Mr. DURBIN), and