

every week. By Lenard's senior year, he went on to become Orange County's student of the year.

In his senior year, Lenard won a raffle at Jones High School. The winner got two tickets to the Orlando Magic basketball game, great seats. He called his mentor and said, "Hey, I just won two tickets to the Orlando Magic game tonight." His mentor replied, "That is great. Why don't you ask your best friend?" Lenard said, "That is why I called you." Mentoring makes a difference, one child at a time.

Finally, I would like to discuss the crime prevention benefits of this important legislation. In Florida, 70 percent of the inmates in our jails and prisons are high school dropouts. It costs the taxpayers \$25,000 a year for each of these prisoners in our Federal prisons, compared to only \$5,000 a year to educate a child in the public schools.

Clearly, making this small investment in mentoring now will save us hundreds of millions of dollars down the road in reduced prison and welfare costs.

In summary, the Mentoring for Success Act sponsored by Coach Osborne and myself will make a meaningful difference in the lives of young people, will improve education, will prevent crime, will save us money, and I urge my colleagues to cosponsor this legislation and vote yes on this important bill.

APPOINTMENT OF MEMBER TO PERMANENT SELECT COMMITTEE ON INTELLIGENCE

The SPEAKER pro tempore (Mr. GRAVES). Without objection, and pursuant to clause 11 of rule X and clause 11 of rule I, the Chair announces the Speaker's appointment of the following Member of the House to the Permanent Select Committee on Intelligence to fill the existing vacancy thereon:

Mr. PETERSON of Minnesota.

There was no objection.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

SHIPBUILDING

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Missouri (Mr. SKELTON) is recognized for 5 minutes.

Mr. SKELTON. Mr. Speaker, events are once again turning the world's eyes to the Pacific. Indonesia continues to be unsettled. North Korea is abandoning its move towards conciliation. And every American is aware of the provocative actions recently undertaken by China in holding 24 Americans captive.

Secretary Rumsfeld has stated that this administration will put a new em-

phasis on the Pacific. That is wise. But to carry out that intention across such a broad expanse of water will require ships.

Demand for naval forces has not gone away with the Cold War; it has increased. Yet, at current build rates, the overall fleet will sink below 300 ships before the decade is out, on a course for Davy Jones' locker. We are already missing missions today. How dire will the situation be with a 200-ship fleet?

I am not much given to dramatic statements, Mr. Speaker, but let me say this clearly: America should rebuild its Navy, and we should begin now.

To rebuild requires far more than simply stabilizing the size of the fleet. The Navy does not get anywhere by treading water. Instead, we have to reverse the trend in shipbuilding. A wise man used to say that the Navy is moving to a smaller fleet to meet its worldwide commitments, but the world is just as wide. That man's name was Norman Sisisky, and nobody in this House, nobody was more dedicated to reversing the trend in shipbuilding than our good friend from Virginia.

By the way, I believe that "Norman Sisisky" would make an excellent name for a capital ship.

Why build more ships? Because it is presence, American presence, that helps avoid war: presence in peacetime, at pierside, showing our allies tangible proof of American support; and presence in the theater, exercising, working with allied navies, and serving notice to all that America is not thousands of miles away, it is just over the horizon. Naval presence is an open hand that can quickly become an iron fist should the need arise.

We can focus on the Pacific all we like, but maintaining a strong naval presence there requires more ships than we have now. Then, what of our commitment to Europe, the Atlantic, the Mediterranean, the Middle East?

Ships require sailors. Sea duty is hard and challenging. It can be heart-breaking. The sailor is the backbone of the Navy. While some question whether sea duty is still that service's highest calling, there is no doubt in the mind of this son of a sailor that it should be.

It is not just the duties at sea that make the sailors so valuable, it is their presence in foreign ports, showing citizens around the world that Americans are open, friendly, and interested in their country. That is as much a benefit of naval presence as the speedy response to crises that may emerge.

A rebuilt Navy should be able to operate from shoreline to shoreline, on the surface, above, and below. That will require a range of ships: small ships, to operate in close; medium ships, to provide cover for the smaller ships in shore, but able to keep station with battle groups as needed; submarines, capable of operation in all waters and able to carry land attack missiles and support special operations forces; and heavy capital ships, to maintain freedom of the seas.

Ships do not just happen, we must build them. We must equip them. We must provide a trained and ready crew. That all takes resources and commitment, resources from Capitol Hill and a commitment, beginning with the CNO and including every sailor in the fleet.

That is why a larger Navy must be in the budget from the start, particularly this year. The Navy cannot rely on Congress to add money above the top line to make up for its own budget shortcomings. For years, we in Congress added money to the administration's defense budget. I do not believe that we will so readily revise the new administration's plans.

But I do not doubt that with support in the administration budget, Congress will follow. As Members of Congress, the purse is our responsibility. Without a doubt, ships are expensive. Building more ships is more expensive, but not being where we are needed when we are needed there is the most costly of all.

I believe in my heart that one ship flying the American flag alongside one foreign pier makes friends, warns enemies, and ultimately reduces the need to send many more ships out on the high seas.

To provide presence, we need hulls. To engage in littoral, we need hulls. To do the job we ask the Navy to do, we need hulls.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES of North Carolina addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from the District of Columbia (Ms. NORTON) is recognized for 5 minutes.

(Ms. NORTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

URGING MEMBERS TO SUPPORT LEGISLATION TO CLARIFY LAW REGARDING FUNDRAISING BY NONPROFIT ORGANIZATIONS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Maryland (Mr. EHRLICH) is recognized for 5 minutes.

Mr. EHRLICH. Mr. Speaker, I rise today to announce the introduction of legislation that would help clarify the law regarding fund-raising by nonprofit organizations.

I want to first recognize and thank the gentleman from Indiana (Mr. BURTON), the chairman of the Committee on Government Reform, who is sponsoring this bill with me for his leadership on this important issue.

Congress recognized the many important and worthwhile activities of nonprofits by establishing a nonprofit mail