

save 502 Norwegian children and adults who were left behind to starve when Nazi troops began to fall back.

Nineteen Norwegian refugees were aboard the *Henry Bacon* when a severe 2-day gale separated the ship from the convoy.

Damaged from this storm and 60 miles away from the support and protection of the convoy, the *Henry Bacon* was attacked by German torpedo planes. The ship's crew valiantly fought the attacking planes, downing several and exploding a number of torpedoes, but a torpedo slipped through and struck the ship on the starboard side. As the ship began to sink, only two undamaged lifeboats were safely launched. The crew ensured that all the Norwegians were on board the lifeboats. Some crew even gave up their places to the Norwegians. According to one crew member, "The men just waited until all 19 refugees found seats. None had to be asked or ordered to give up his seat in the lifeboat."

British destroyers rescued the survivors several hours later. Sadly, Captain Alfred Carini and Chief Engineer Donald Haviland and 27 crew members went down with the ship.

House Concurrent Resolution 411 recognizes the heroic and valiant deeds of the officers and crew of the S.S. *Henry Bacon*. I urge my colleagues to join me in recognizing the deeds and sacrifices of that crew.

Mr. MCHUGH. Mr. Speaker, I yield myself such time as I may consume.

Let me say a few words, if I might. First of all, my thanks, as I mentioned earlier, to the gentleman from Virginia (Mr. GOODLATTE). The saga of liberty ships in World War II is particularly a remarkable one. Indeed, I was at a function this past weekend in my district in Oswego, New York, where they were commemorating an opening of a safe haven museum, a museum that commemorated a place, a shelter in that community, the only place provided in World War II for Jewish refugees, something that that community understandably is very, very proud of.

We had a number of refugees from that period speak during the ceremony, and they mentioned their experience on a liberty ship, a ship called the *Henry Gibbons*, a ship that brought them and nearly a thousand souls from Italy. So on that basis alone, this is a very, very worthy resolution.

As my two colleagues who have spoken previously so eloquently underscored, the exploits and heroism of those displayed on the *Henry Bacon* were particularly extraordinary, that stood them apart from the accomplishments of other extraordinary American and women and liberty ships. As is the case with most stories with heroism, the crew members of the *Henry Bacon* were from all walks of life, were ordinary men who met extraordinary challenges with incredible courage. And it is I think, Mr. Speaker, particularly important to remember the heroes of past conflicts because in their stories

we find examples of courage and sacrifice that perhaps few times in our Nation's history are more needed than they are now to sustain us as we go forward in the war against terrorism around the globe.

Perhaps one of the more eloquent and simple statements about the brave men aboard the *Henry Bacon* was spoken by a historian of that era whose writing shortly after that event wrote, "There is no finer instance of a merchant ship defense in the history of the North Russian convoys."

Mr. Speaker, I thank the gentleman from Virginia (Mr. GOODLATTE). Most of all, my thanks to the brave men of the *Henry Bacon* and all that they did at that time. Mr. Speaker, I ask our colleagues to support this very, very worthy enactment.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. CALVERT). The question is on the motion offered by the gentleman from New York (Mr. MCHUGH) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 411, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution, as amended, was agreed to.

The title of the concurrent resolution was amended so as to read: "Concurrent Resolution recognizing the exploits of the officers and crew of the S.S. *Henry Bacon*, a United States Liberty ship that was sunk on February 23, 1945."

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. MCHUGH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H. Con. Res. 411.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

#### RECOGNIZING COMMODORE JOHN BARRY AS THE FIRST FLAG OFFICER OF THE UNITED STATES NAVY

Mr. MCHUGH. Mr. Speaker, I move to suspend the rules and pass the joint resolution (H.J. Res. 6) recognizing Commodore John Barry as the first flag officer of the United States Navy, as amended.

The Clerk read as follows:

#### H.J. RES. 6

Whereas John Barry, American merchant marine captain and native of County Wexford, Ireland, volunteered his services to the Continental Navy during the American War for Independence and was assigned by the Continental Congress as captain of the *Lexington*, taking command of that vessel on March 14, 1776, and later participating in the victorious Trenton campaign;

Whereas the quality and effectiveness of Captain John Barry's service to the American war effort was recognized not only by George Washington but also by the enemies of the new Nation;

Whereas Captain John Barry rejected British General Lord Howe's flattering offer to desert Washington and the patriot cause, stating: "Not the value and command of the whole British fleet can lure me from the cause of my country.";

Whereas Captain John Barry, while in command of the frigate *Alliance*, successfully transported French gold to America to help finance the American War for Independence and also won numerous victories at sea;

Whereas when the First Congress, acting under the new Constitution of the United States, authorized the raising and construction of the United States Navy, it was to Captain John Barry that President George Washington turned to build and lead the new Nation's infant Navy, the successor to the Continental Navy of the War for Independence;

Whereas Captain John Barry supervised the building of his flagship, the U.S.S. *United States*;

Whereas on February 22, 1797, President Washington personally conferred upon Captain John Barry, by and with the advice and consent of the Senate, the rank of Captain, with "Commission No. 1", United States Navy, dated June 7, 1794;

Whereas John Barry served as the senior officer of the United States Navy, with the title of "Commodore" (in official correspondence), under Presidents Washington, John Adams, and Jefferson;

Whereas as commander of the first United States naval squadron under the Constitution of the United States, which included the U.S.S. *Constitution* ("Old Ironsides"), John Barry was a Commodore, with the right to fly a broad pendant, which made him a flag officer; and

Whereas in this sense it can be said that Commodore John Barry was the first flag officer of the United States Navy: Now, therefore, be it

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That Commodore John Barry is recognized, and is hereby honored, as the first flag officer of the United States Navy.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. MCHUGH) and the gentleman from Missouri (Mr. SKELTON) each will control 20 minutes.

The Chair recognizes the gentleman from New York (Mr. MCHUGH).

#### GENERAL LEAVE

Mr. MCHUGH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.J. Res. 6.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. MCHUGH. Mr. Speaker I yield myself such time as I may consume.

Mr. SPEAKER. I rise in support of H.J. Res. 6, a resolution recognizing Commodore John Barry as the first flag officer of the United States Navy. Born in 1745, John Barry came to America as a young seaman and was a great American patriot and warrior during the Revolutionary War.

After the war, he was appointed the head of the United States Navy by