

Pennsylvania State legislature who passed recently. I am referring to former State Speaker of the House Matthew Ryan whose 41-year extraordinary career, including repeated service as Speaker of the House beginning in 1981, is an extraordinary testament to how so much of our legislative talent and our best legal minds are still concentrated in our State legislatures.

I worked for the State House. I knew Speaker Ryan. I knew what an extraordinary individual he was and how, at a time when affiliation with parties is something that has lost public favor, he was one of the finest products of the Delaware County Republican organization, a great friend, an individual who absolutely dominated the State House by the force of his mind and the force of his personality and led it in very positive directions, a man who was far more bipartisan than the reputation of that institution but always a strong Republican and always a strong advocate of creating jobs and of welfare reform. We will miss him dearly. I hope his memory and his example will long be with us.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken after 6:30 p.m. today.

CONVEYANCE OF DECOMMISSIONED COAST GUARD CUTTER

Mr. BURGESS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 517) to direct the Commandant of the Coast Guard to convey the Coast Guard Cutter *Bramble*, upon its scheduled decommissioning, to the Port Huron Museum of Arts and History located in Port Huron, Michigan, for use for education and historical display, as amended.

The Clerk read as follows:

H.R. 517

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. CONVEYANCE OF DECOMMISSIONED COAST GUARD CUTTERS.

(a) IN GENERAL.—The Commandant of the Coast Guard shall convey all right, title, and interest of the United States in and to a vessel described in subsection (b) to the person designated in subsection (b) with respect to the vessel (in this section referred to as the “recipient”), without consideration, if the person complies with the conditions under subsection (c).

(b) VESSELS DESCRIBED.—The vessels referred to in subsection (a) are the following:

(1) The Coast Guard Cutter BRAMBLE, to be conveyed to the Port Huron Museum of Arts and History (a nonprofit corporation under the laws of the State of Michigan), located in Port Huron, Michigan.

(2) The Coast Guard Cutter PLANETREE, to be conveyed to Jewish Life (a nonprofit corporation under the laws of the State of California), located in Sherman Oaks, California.

(c) CONDITIONS.—As a condition of any conveyance of a vessel under subsection (a), the Commandant shall require the recipient to—

(1) agree—

(A) to use the vessel for purposes of education and historical display;

(B) not to use the vessel for commercial transportation purposes;

(C) to make the vessel available to the United States Government if needed for use by the Commandant in time of war or a national emergency; and

(D) to hold the Government harmless for any claims arising from exposure to hazardous materials, including asbestos and polychlorinated biphenyls (PCBs), after conveyance of the vessel, except for claims arising from use of the vessel by the Government under subparagraph (C);

(2) have funds available that will be committed to operate and maintain the vessel conveyed in good working condition—

(A) in the form of cash, liquid assets, or a written loan commitment; and

(B) in an amount of at least \$700,000; and

(3) agree to any other conditions the Commandant considers appropriate.

(d) MAINTENANCE AND DELIVERY OF VESSEL.—Prior to conveyance of a vessel under this section, the Commandant shall, to the extent practical, and subject to other Coast Guard mission requirements, make every effort to maintain the integrity of the vessel and its equipment until the time of delivery. The Commandant shall deliver a vessel conveyed under this section at the place where the vessel is located, in its present condition, and without cost to the Government. The conveyance of a vessel under this section shall not be considered a distribution in commerce for purposes of section 6(e) of Public Law 94-469 (15 U.S.C. 2605(e)).

(e) OTHER EXCESS EQUIPMENT.—The Commandant may convey to the recipient of a vessel under this section any excess equipment or parts from other decommissioned Coast Guard vessels for use to enhance the vessel’s operability and function as an historical display.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. BURGESS) and the gentleman from Maine (Mr. MICHAUD) each will control 20 minutes.

The Chair recognizes the gentleman from Texas (Mr. BURGESS).

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

H.R. 517 conveys the Coast Guard Cutter *Bramble* to the Port Huron Museum of Arts and History located in Port Huron, Michigan, for use for education and historical display. The amendment we are considering also conveys the Coast Guard Cutter *Planetree* to Jewish Life, a nonprofit corporation that promotes the understanding of Jewish culture and history. The *Bramble* is completing a nearly 60-year-long career, performing the same tasks of buoy tending, ice breaking, search and rescue and law enforcement for which she was commissioned in 1944.

One of 39 original *Iris* Class 180-foot seagoing buoy tenders built in Duluth, Minnesota, the *Bramble* has served admirably all over the United States, including Alaska, Hawaii, and Puerto

Rico. The Cutter *Bramble* has served on the Great Lakes since 1962 and has been homeported in Port Huron since 1975. With new technology evolving, the door has opened for a new class of buoy tenders to replace the 180-foot Coast Guard tenders. The 225-foot Coast Guard Cutter *Hollyhock* will replace the *Bramble*, which will be decommissioned on May 22, 2003. The Cutter *Hollyhock* will be homeported in Port Huron.

Although the *Bramble* has reached the end of her service life to the Coast Guard, I can think of no better mission that she can continue to perform than public service. Serving as an educational and historical platform, she will remain a vital link to Port Huron’s rich maritime heritage.

The Cutter *Planetree*, a 180-foot seagoing buoy tender commissioned in 1943, also has a long history of excellent service to the Coast Guard and to this Nation. She served in World War II and the Korean and Vietnam wars. In addition to operating from ports in Guam, the Great Lakes and throughout the Pacific Northwest, the *Planetree* made her Alaska debut in 1974 when she was transferred to Juneau. Decommissioned in 1999 in her homeport of Ketchikan, the *Planetree* currently is berthed in the San Francisco area where she was retired to a naval vessel graveyard. The *Planetree* was replaced by the new 175-foot buoy tender *Anthony Petit*. This legislation will make it possible for *Planetree* to resume her public service mission by serving as a symbolic ship honoring the original 66 exodus ships, their crew members, and the 77,000 Holocaust survivors those vessels carried to Israel.

This legislation dealing with the *Bramble* was introduced by the gentleman from Michigan (Mrs. MILLER) and, as it is being considered today, also includes the *Planetree* provision requested by the gentleman from California (Mr. BERMAN). This bill allows the public to continue to receive benefits from these vessels after their services are no longer required by the Coast Guard.

I urge all Members to vote for this important legislation.

Mr. Speaker, I reserve the balance of my time.

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

Mr. Speaker, I rise today in support of H.R. 517, a bill to authorize the conveyance of two Coast Guard cutters to nonprofit organizations so they can use them for education and historic displays.

The 180-foot buoy tender *Bramble* was commissioned in 1944 and served our Nation until its decommissioning on May 22, 2002. The *Bramble* has sailed the waters from Alaska and Hawaii to Puerto Rico. Since 1962, she has served on the Great Lakes and has been homeported in Port Huron, Michigan, since 1975.

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H.R. 517 will authorize the conveyance of *Bramble* to the Port Huron Museum of Arts and History where she

will continue to be open to the public for educational and historical display purposes.

H.R. 517 also provides for the conveyance of the 180-foot buoy tender *Planetree* to the Jewish Life Corporation. The *Planetree* was commissioned in 1943 and served our Nation until it was decommissioned in 1999. During her service to our country, the *Planetree* served in World War II, the Korean War, and the Vietnam War. Since 1974, the *Planetree* has served in Ketchikan, Alaska. The Jewish Life Organization will use the *Planetree* to teach the public about the original 66 Exodus ships, their crewmembers and the 77,000 Holocaust survivors those vessels carried to Israel.

These conveyances include the standard requirements that Congress has used in the past for similar vessel conveyance, including prohibition of the vessel from being used for commercial transportation purposes, agreeing to make the vessels available to the Federal Government in a time of war or national emergency, and a requirement that the organizations have the necessary funds to operate and maintain the vessels in good working condition. There must be a minimum amount of at least \$700,000 in financial resources available.

Therefore, Mr. Speaker, I urge my colleagues to support the passage of H.R. 517.

Mr. Speaker, I reserve the balance of my time.

Mr. BURGESS. Mr. Speaker, I yield 5 minutes to the gentlewoman from Michigan (Mrs. MILLER).

Mrs. MILLER of Michigan. Mr. Speaker, today I rise to proudly support H.R. 517. This is a bill which would direct the Commandant of the Coast Guard to convey the Coast Guard cutter, the *Bramble*, to the Port Huron Museum of Arts and History in Port Huron, Michigan, upon its decommissioning on May 22, 2003.

The *Bramble* is also known by its nickname, "The Thorn of the Great Lakes." It is concluding 59 years of service to our Nation. This proud ship has a remarkable history which began in the Great Lakes, and so it is fitting that she remain there to memorialize its great maritime past.

First commissioned in 1945 in Duluth, Minnesota, she departed the Great Lakes for California to perform navigational duties. She continued these duties in Alaska in the Aleutian Island chain. She participated in "Operation Crossroads," the first test of atomic bombs' effects on surface ships at Bikini Island.

In 1957, after being outfitted as an icebreaker, the *Bramble* traveled 4,500 miles in 64 days, making her the first surface ship to circumnavigate the North American continent.

In 1962, the *Bramble* returned to the Great Lakes, and today she resides in Port Huron, Michigan, also commonly known as the Blue Water Area. This is

an area that is very rich with maritime heritage.

Her duties include servicing hundreds of navigational buoys, weather buoys, fog signals, shore lights, and light-houses as well. This good ship has received many awards during its tour of duty. Just to name a few: The Coast Guard Meritorious Unit Commendation, the American Campaign Medal, the World War II Victory Ribbon, the National Defense Service Medal, the Arctic Service Medal, and the Special Ops Service Medal.

One additional duty that the *Bramble* has performed for many years has actually affected me personally. I race every year in the longest freshwater sailboat regatta in the world. It is called the Port Huron to Mackinac Sailboat Race. This is an event that attracts literally hundreds of boats and thousands of sailors, and as the fleet progresses its way up Lake Huron, the *Bramble* has traditionally followed the fleet, always on call in case of some tragedy. This has been a huge comfort to the sailors that participate in this race, including myself. This year will be my 27th such race. And actually after 25 of these races they induct them into something called the "Old Goat Society," or in my case an old nanny goat. I think I am the only nanny goat in the United States Congress.

This year, though, the *Bramble* will not be following the fleet. A new cutter called the *Hollyhock* will do the honors, and I am certain that the Coast Guard will continue to demonstrate the skill and the bravery and the professionalism that it has always been known for.

Nevertheless, the *Bramble* has become an integral member of the Port Huron community, and over these many years of service, the community has come to view this ship as belonging to the town and to its people because this ship is part of our past, so much so that a charitable nonprofit organization made up of members of the community called the Port Huron Museum of Arts and History has been formed to take possession of and to administer the *Bramble* as a tangible example of Michigan's maritime character.

Upon receiving the *Bramble*, these groups intend to open it to the public, both in Port Huron and other locations around the Great Lakes, as it promotes an appreciation for maritime history and education, as it partners with our local community college, the local school district, and provides a training platform for training cadets of the Great Lakes Maritime Academy.

Passage of H.R. 517 would ensure that the *Bramble* will continue to loyally serve the communities.

Mr. Speaker, I would also like to thank the distinguished gentleman from New Jersey (Mr. LOBIONDO), chairman of the Subcommittee on Coast Guard and Maritime Transportation, for his assistance in this matter.

I urge my colleagues to support H.R. 517.

Mr. BURGESS. Mr. Speaker, I thank the gentlewoman from Michigan (Mrs. MILLER).

Mr. Speaker, I yield 2 minutes to the gentleman from Michigan (Mr. MCCOTTER).

Mr. MCCOTTER. Mr. Speaker, I rise today in support of House Resolution 517 and thank the gentlewoman from Michigan (Mrs. MILLER) for introducing this bill.

Since 1945, the U.S. Coast Guard Cutter *Bramble* has protected passengers in ports in the Pacific, the Atlantic, and the Arctic, before finally coming home to the Great Lakes in 1962. Here, for over 40 years, with her crew of the Coast Guard's finest, the *Bramble* met every mission be it attending our waters, servicing navigation aids, guarding against ice, and most importantly protecting human life.

Today the proud *Bramble* has reached the sunset of her sailing days, as the Coast Guard's ever-evolving mission requires newer vessels.

Mr. Speaker, we can assign the *Bramble* one final mission: that of an educator and goodwill ambassador at the Port Huron Museum of Arts and History. There is no finer way to honor the *Bramble* and the brave men and women who boarded her.

I respectfully ask the House to support this legislation.

Mr. BERMAN. Mr. Speaker, I very much appreciate the efforts of Ranking Member OBERSTAR, and those of Chairman LOBIONDO and Ranking Member FILNER of the Coast Guard Subcommittee, and also Congresswoman MILLER and thank these Members for their support of H.R. 517.

I encourage my colleagues to vote in favor of this legislation, which would transfer the title of two decommissioned Coast Guard vessels to organizations that, I'm sure you would agree, plan to put them to good use.

Let me speak in particular about the provision of the bill that would transfer the title to the Coast Guard Cutter *Planetree* to Jewish Life, a non-profit U.S. corporation based in California. Jewish Life plans to refurbish the *Planetree* to act as a floating exhibit to commemorate the 66 Exodus ships that carried Holocaust survivors to Israel following World War II, and to educate Americans about their role in this critical event in Israel's history.

The *Planetree* was decommissioned 3 years ago. The vessel is not seaworthy and has been in cold-water storage in San Francisco ever since, at some expense to U.S. taxpayers.

While many are aware of the importance of the Exodus to the establishment of Israel, few are aware of the critical role that Americans played in it. Over 200 Americans manned the Exodus ships, which were responsible for carrying 70,000 Holocaust survivors to Israel.

The vessel, re-christened the *Exodus 2004*, will tour ports in the U.S. and Europe, and participate in ceremonies at each stop commemorating the Exodus. The vessel will end its tour in Israel, where it will remain as a floating exhibit as part of a museum dedicated to the Exodus.

I believe that this certainly is a worthwhile cause, and I encourage you to vote in support of the bill.

Mr. YOUNG of Alaska. Mr. Speaker, H.R. 517, introduced by Mrs. MILLER of Michigan, would direct the Commandant of the Coast Guard to convey the Coast Guard Cutter *Bramble*, upon its scheduled decommissioning, to the Port Huron Museum of Arts and History located in Port Huron, Michigan for use for education and historical display.

As amended, H.R. 517 would also direct the Commandant of the Coast Guard to convey the Coast Guard Cutter *Planetree*, decommissioned on March 19, 1999, to Jewish Life, a nonprofit corporation that promotes the understanding of Jewish history and culture. The vessel will serve as a symbolic ship honoring the original 66 Exodus ships, their crewmembers, and the 77,000 Holocaust survivors they brought to Israel.

Before the vessels are conveyed, the recipients of the vessels must agree to (1) use the designated vessel for education and historical display; (2) not use the vessel for commercial transportation; (3) make the vessel available in time of war or national emergency; and (4) hold the government harmless for any claims arising from exposure to hazardous materials. The recipients must also show their financial viability.

I urge the House to pass this legislation. Returning these decommissioned Coast Guard cutters to missions of public service benefits the public by providing important education and outreach activities.

Mr. MICHAUD. Mr. Speaker, I have no additional requests for time, and I yield back the balance of my time.

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

The SPEAKER pro tempore (Mr. STEARNS). The question is on the motion offered by the gentleman from Texas (Mr. BURGESS) that the House suspend the rules and pass the bill, H.R. 517, as amended.

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

The title was amended so as to read: "A bill to direct the Commandant of the Coast Guard to convey 2 Coast Guard cutters."

A motion to reconsider was laid on the table.

TONY HALL FEDERAL BUILDING AND UNITED STATES COURTHOUSE

Mr. BURGESS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 281) to designate the Federal building and United States courthouse located at 200 West 2nd Street in Dayton, Ohio, as the "Tony Hall Federal Building and United States Courthouse."

The Clerk read as follows:

H.R. 281

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

The Federal building and United States courthouse located at 200 West 2nd Street in Dayton, Ohio, shall be known and designated as the "Tony Hall Federal Building and United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building and United States courthouse referred to in section 1 shall be deemed to be a reference to the "Tony Hall Federal Building and United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. BURGESS) and the gentleman from Maine (Mr. MICHAUD) each will control 20 minutes.

The Chair recognizes the gentleman from Texas (Mr. BURGESS).

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

Mr. Speaker, I am pleased to bring before the House H.R. 281, introduced by the gentleman from Springfield, Ohio (Mr. HOBSON), which designates the Federal building and the United States Courthouse at 200 West 2nd Street in Dayton, Ohio, as the "Tony Hall Federal Building and United States Courthouse."

For nearly 40 years, Tony Hall has been an example of what it means to dedicate oneself to public service and service to others. He has been an exemplary citizen of both the State of Ohio and the United States. His history of public service and service to others began with the Peace Corps, where he taught English in Southeast Asia during 1966 and 1967. When he returned to the United States, he served 4 years in the Ohio House of Representatives, and then for 6 years in the Ohio State Senate.

In 1978, he was elected to this body where he served for 12 terms before resigning his seat to accept the nomination by President Bush to serve as the United States Ambassador to the United Nations Food and Agriculture Agencies.

By all accounts during his tenure in this body, Tony Hall was a tireless and outspoken advocate for combating world hunger, protecting human rights, and promoting humanitarian causes, including basic education, adult literacy, immunization, and other child survival programs and sustainable agriculture in other countries.

While in the House, Tony Hall served as chairman of the House Select Committee on Hunger and as the chairman and founding member of the Congressional Hunger Center. He also served ably on the Committee on Rules in addition to numerous other committee and caucus assignments.

This is the second time this body has considered legislation making this designation. In the previous Congress, this body agreed to H.R. 5335 by a voice vote on October 7, 2002, but it was never considered by the other body. I hope that the result of our consideration this year will be more positive.

This is a fitting tribute to a dedicated public servant. I support the legislation and encourage my colleagues to do the same.

Mr. Speaker, I reserve the balance of my time.

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

H.R. 281 is a bill to designate the Federal building and courthouse in Dayton, Ohio, as the Tony Hall Federal Building and the United States Courthouse in honor of our former colleague from Ohio, Tony Hall. The bill has strong bipartisan support.

Tony Hall is a true son of Ohio. He was born in Dayton in 1942. After attending local schools, he graduated from Denison University in 1964. He was accepted into the Peace Corps and served as a volunteer in Thailand from 1966 until 1968. Upon his return he was elected to the Ohio House of Representatives, and in 1972 he was elected to the Ohio Senate. In 1978, he was elected to the United States House of Representatives where he served for 12 terms.

Tony Hall currently serves as United States Ambassador to the United Nations Agencies for Food and Agriculture. Tony Hall was a founder and cochair of the Congressional Hunger Center, a nonprofit organization created to bring awareness to the growing persistent problem of world hunger. He also served as chairman of the House Select Committee on Hunger from 1989 until 1993. Congressman Hall sponsored legislation to help immunize the world's children against major diseases and to increase United States funding for Vitamin A and C.

His passion for protecting and ensuring human rights and combating hunger brought Congressman Hall to such places as North Korea, Peru, Sudan, Bosnia, Rwanda, Somalia, Bangladesh, and Haiti. In 1994, he helped nominate Bishop Carlos Belo for the Nobel Peace Prize for the bishop's role in protecting civilians during armed conflict.

Congressman Hall was an example to all with his steadfast commitment to promoting humanity and peace in a world stricken with poverty and war. This designation is a fitting tribute to his exceptional public service, and I urge my colleagues to support H.R. 281.

Mr. Speaker, I reserve the balance of my time.

Mr. BURGESS. Mr. Speaker, I yield 3 minutes to the gentleman from Ohio (Mr. HOBSON).

Mr. HOBSON. Mr. Speaker, the legislation which I introduced which is now under consideration has been co-sponsored by every member of the Ohio congressional delegation. It would permanently name the Dayton, Ohio, Federal building in honor of our good friend, and colleague until very recently, Tony Hall. For years Tony Hall and I worked in a partnership for the benefit of the citizens of the Miami Valley on numerous projects and initiatives. I am very happy that he can now work directly on hunger issues in the United Nations, but it was still a very sad day for this Congress and the Miami Valley to see him leave.

Tony was an All-American when he was in college, Peace Corps volunteer, a noted traveler especially in checking on hunger, a devoted husband and father, and a dedicated public servant. Tony was the area's longest-serving