MARGARET NORVELL COMMISSIONING CEREMONY

Ms. LANDRIEU. Mr. President, I ask unanimous consent to have printed in the RECORD a speech I delivered on June 1, 2013 in New Orleans, LA to commemorate the commissioning of the Coast Guard Fast Response Cutter Margaret Norvell.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

I would like to thank Vice Admiral Parker, commander of the Atlantic Area for the Coast Guard, Rear Admiral Baumgartner, commander of the 7th District who's accepting delivery of this cutter and 17 others, Rear Admiral Cook, our new District 8 commander which is headquartered here in New Orleans, Boysie and Chris Bollinger and Nickie Candies for inviting me to today's ceremony and all the work they do to make Louisiana proud, the men and women of the Coast Guard who serve with incredible bravery and distinction, the workforce of Bollinger Shipyards that does work everyday building strong, reliable boats to keep our Nation safe and secure, and I would like to extend a special welcome to the family members of Margaret Norvell, who are with us here today, as they were for the Fleet Dedication ceremony last March in Lockport, the Heroes dinner at the World War II Museum, and the opening of the New Canal Lighthouse Museum and Education Center in April. I'm pleased to share the stage with two of Margaret's great-grandchildren, Barbara Norvell Perrone, the ship's sponsor, and Maj. Michael Norvell, who is following his family's proud military tradition and currently serves as a commissioned officer in the Louisiana Air National Guard. I'd also like to acknowledge Councilwoman Clarkson for being here today and for her continued support of the Coast Guard.

I'm very honored to be here to commission the Coast Guard Cutter Margaret Norvell. It is the 5th Sentinel Class Cutter in a planned fleet of 58 ships that Bollinger will build for the Coast Guard, continuing Louisiana's proud tradition of building ships for our Nation's military. Whether they're engaged in a dangerous rescue, pursuing and interdicting drug smugglers, or responding to a severe hurricane, these ships and their crews will play an integral role in the security of our Nation.

Bollinger Shipyards is an ideal place to construct these ships. Since 1946, Bollinger has been a family owned and operated Louisiana business with a well-earned reputation for superior quality, value, and service. Chris, I want to thank you and particularly the hard working men and women from Bollinger Shipyards for the Margaret Norvell. I am certain she will make us all proud during the course of her service in the Coast Guard, just as her namesake did. I also want to thank all of you for the Cutter Paul Clark, which was delivered on May 18, marking Bollinger's sixth FRC delivery to the Coast Guard, every one of which has been on-time and on-budget.

These Sentinel Class Cutters are replacing the 110-foot Island Class Patrol Boats that were also built at Bollinger between 1984 and 1992. Bollinger's design for the Fast Response Cutter beat out 26 other competitors. The company's longstanding relationship with the Coast Guard is a win-win for Louisiana workers as well as the Nation's security, and I'm proud to be in a position to advocate for continued funding for the construction and acquisition of these highly capable boats.

This ship we are commissioning here today is a fitting testament to Margaret Norvell's 41 years in the U.S. Lighthouse Service from 1891 to 1932. She was one of only 141 women who served as lighthouse keepers, and she assumed her position just as so many other women did, after her husband Louis, the original keeper of the Head of Passes Light at the mouth of the Mississippi River, tragically drowned and left her with two children, ages 1 and 3.

Margaret assumed the post for 5 years before her appointment as keeper of the Port of Pontchartrain Light in 1896. She distinguished herself there in 1903 after a hurricane battered the town of Buras in Plaquemines Parish and left 200 residents without refuge. Margaret took every single one of them in and provided them with shelter. In 1924, she was transferred to the New Canal Light Station. Two years later in 1926, using her small rowboat, she battled a merciless squall for 2 hours on Lake Pontchartrain and successfully rescued a downed naval aviator from the wreckage of his airplane in the water. Margaret retired in 1932 and passed away two years later.

The lighthouse from which she performed her heroic rescue dated back to 1839, but it was destroyed by Hurricane Katrina 4 years after the Coast Guard decommissioned it from service. With support from the Lake Pontchartrain Basin Foundation, the New Canal Lighthouse was rebuilt and reopened in April as a museum and educational center to commemorate the role of the Lighthouse Service and the brave men and women like Margaret who served in it. Margaret once remarked, ''There isn't anything unusual in a woman keeping a light in her window to guide men folks home. I just happen to keep a bigger light than most women because I have got to see that so many men get safely home.''

She is the first enlisted woman from the Coast Guard to be honored with a ship in her name. She was also a New Orleans native who distinguished herself through heroic rescues that took place right here in Louisiana. For all these reasons, I'm very grateful for the opportunity to join Margaret's family in honoring her service to Louisiana and our Nation, as well as the leadership and courage that she and 140 other women demonstrated in the history of the U.S. Lighthouse Service along with more than 8,000 women who are on active and reserve duty in the Coast Guard today. Margaret helped to blaze the trail, and our nation is safer and stronger today because of it.

ADDITIONAL STATEMENTS

TRIBUTE TO CARA GROSETH

• Mr. THUNE. Mr. President, today I recognize Cara Groseth, an intern in my Rapid City, SD office, for all of the hard work she has done for me, my staff, and the State of South Dakota over the past several weeks.

Cara is a graduate of Stevens High School in Rapid City, SD. Currently she is attending the South Dakota State University, where she is double majoring in economics and apparel merchandise. She is a hard worker who has been dedicated to getting the most out of her internship experience.

I would like to extend my sincere thanks and appreciation to Cara for all of the fine work she has done and wish her continued success in the years to come.•

RECOGNIZING DOME TECHNOLOGY

• Mr. RISCH. Mr. President, as a part of National Small Business Week it is important for us to recognize companies who have a history of continually pushing the bounds of improvement and expansion. America depends on small businesses to propel the country into future innovation and that is why I would like to honor Dome Technology from Idaho Falls, ID as the Idaho Small Business of the Week.

Dome Technology builds thin shell monolithic domes which can be used for industrial bulk storage or for practical architectural facilities such as churches or gymnasiums. Though dome architecture has been used in the past, the specific technique used by Dome Technology was patented in Idaho in 1977 by three brothers, Barry, David, and Randy South. They began experimenting with dome technology in 1975 by spraying foam and concrete to the inside of a pressurized, dome-shaped fabric air form.

Dome Technology has built some 500 monolithic domes in the past 30-plus years all over the United States, Canada, Latvia, Estonia, Russia, Argentina, Germany, Jordan, Lithuania and multiple other countries. In addition to providing durable and multi-purpose structures, Dome Technology continues to work to create domes which can withstand environmental extremes such as hurricanes and earthquakes.

In 2007, Dome Technology built the largest monolithic dome in the world. Currently, 75 percent of all concrete domes worldwide have been built by Dome Technology.

But things haven't always been easy for this Idaho company. Dome Technology is an example of how a small business can overcome difficulty and rebound from economic hurdles. Prior to 2002, Dome Technology had been building on average 20 domes per year and employed 135 people. But after the September 11, 2001 terrorist attacks, the company shrunk to 35 employees while demand and prices decreased.

Dome Technology then borrowed around $1 million and diversified their products. Pivoting from large scale storage, the company began focusing on marketing their domes for architectural purposes such as churches, gymnasiums and community centers. Dome Technology has seen growth in the demand for schools built with dome technology and in 2007 built the first indoor water park in a dome.

In addition to expanding the uses of architectural domes, Dome Technology began focusing on exporting their product internationally to countries such as Canada, Poland, Latvia, Morocco, Romania and Bulgaria. The company has now rebounded back to 120 employees and demand is steadily growing.

Through experimentation and a devotion to quality, Dome Technology has proven itself to be a company which delivers a unique, quality product year after year. What strikes me the most about Dome Technology is their ability, as a specialized company with a