

issues that we should be addressing, including the wildfires that threaten public and private lands in the west. Instead, we are weakening fundamental protections for endangered species, creating more paperwork to distract from recovery efforts, and devising bizarre new rules to politicize science. I urge my colleagues to vote no on this bill.

IN RECOGNITION OF WYNNTON
HILL BAPTIST CHURCH'S 153RD
ANNIVERSARY

HON. SANFORD D. BISHOP, JR.

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 30, 2014

Mr. BISHOP of Georgia. Mr. Speaker, it is my honor and pleasure to extend my sincere congratulations to the congregation of Wynnton Hill Baptist Church in Columbus, Georgia as the church's membership and leadership celebrates a remarkable 153 years. The congregation of Wynnton Hill Baptist Church will celebrate this noteworthy anniversary on Sunday, August 24, 2014 at 3:00 p.m. at the Wynnton Hill Baptist Church in Columbus, Georgia.

Tracing its roots back to the Civil War era, the church was the first of any denomination to be built in the Wynnton area of Columbus. In 1961, during a meeting at the home of Mr. Willis and Mrs. Sarah James, the first members of the church, the plans were established to build a sanctuary.

The first pastor, Reverend Phillip Owens, assisted in building the foundation of the church. Land was purchased from the James family to build a bush arbor which was covered by fresh bushes from a wooded area every Saturday before the Sunday service. After some time, a wooden structure was built. Rev. Owens served the church devotedly for 47 years.

In 1911, Reverend James H. Carter was called to lead Wynnton Hill Baptist Church and he continued to build from Rev. Owens' foundation. Under Rev. Carter's leadership, the church expanded and the structure changed from wooden to brick. The first public school in the area was taught in the basement of the church. Mrs. Selena Cody and Miss Johnnie Hutchins were the teachers.

One of the most significant moments in the church's history occurred after a city ordinance was enforced in 1928. The church was condemned and torn down. However, a sanctuary was erected in 1930 and the church began to flourish. Throughout the coming decades, an education wing was installed. In addition, the church was incorporated in 1979. Unfortunately, turmoil was on the rise again. In 1989, a firebomb destroyed the education wing, but that did not prevail against the spirit of the members. The following year, the education wing was remodeled and rededicated. The construction of the present sanctuary was completed in 1999 and the loan was paid off in 2003.

During these progressions, Wynnton Hill Baptist Church had eleven dedicated spiritual leaders that shepherded the flock and led them to a state of prosperity. Today the

church continues to grow and give back to the community it has served for over 150 years.

The story of Wynnton Hill Baptist Church, which began as a small group of people worshipping in a bush arbor church 153 years ago and has grown into an expansive and successful church, is truly an inspiring one of the dedication and perseverance of a faithful congregation of people who put all their love and trust in the Lord.

Mr. Speaker, today I ask my colleagues to join me in paying tribute to Wynnton Hill Baptist Church in Columbus, Georgia for their long history of coming together through the good and difficult times to praise and worship our Lord and Savior Jesus Christ.

INTRODUCTION OF THE GROWING
AMERICAN SHIPPING ACT

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 30, 2014

Mr. GARAMENDI. Mr. Speaker, I rise today to express my concern about the demise of the U.S. flag merchant marine and U.S. shipbuilding industry and to offer legislation to help revitalize these industries that are indispensable to the national security and economic interests of the United States.

Admiral Alfred Thayer Mahan, often recognized as the most important American strategist of the 19th Century, argued persuasively that our national greatness was inextricably associated with our control of the sea in order to secure both our commercial and security interests. That concept is as relevant today as it was in Mahan's time.

Our economic strength and national security today remain tethered to our ability to control the safety and security of the global supply chain. What has changed, however, is our vigilance in maintaining our commercial U.S. maritime industry.

That must change and fortunately I see a way forward. The U.S. shipbuilding industry and U.S. natural gas market are strategic industrial and natural resources essential to U.S. national security interests. In fact, the U.S. maritime industry has been interwoven into the fabric of our economy and national security since the founding of our Republic and the establishment of our Continental Navy in 1775.

Several factors explain why it is in the U.S. national interest to utilize the emerging coastwise and export trades for liquefied natural gas (LNG) to revitalize the U.S. flag.

First, this newly available and abundant energy source would provide reliable, long-term markets for U.S. commercial shipbuilding and new trades for U.S. flag vessel operators. Second, the imminent LNG export trade might also provide the impetus to attract new capital investment to expand the U.S. shipbuilding industrial base which has declined in capacity and international competitiveness over the past forty years. And third, the LNG export trade could be used productively to strengthen U.S. strategic interests and alliances with LNG trading partners, especially Japan, South Korea and India.

For these reasons, today I am introducing, along with my good friend, the Chairman of the Coast Guard and Maritime Transportation Subcommittee, Congressman DUNCAN HUNTER, legislation to provide a clear signal to the administration, maritime industry, energy industry, and our foreign trading partners that we in Congress intend to get serious about revitalizing our shipbuilding and maritime industries.

The Growing American Shipping Act is straightforward legislation that would expand existing authority under section 306 of the Coast Guard and Maritime Transportation Act of 2006 and under the Deepwater Port Act (33 U.S.C. 1503(i)) to ensure that the trade in LNG—both the import and the export of LNG—benefits the U.S. maritime industry.

This legislation, if enacted, would enhance U.S. national security and port safety by encouraging the transport of LNG on U.S. flag vessels. It would help maintain the skilled labor pool and technological and industrial infrastructure of the U.S. shipbuilding industry necessary to build and repair both military and commercial vessels. Furthermore, this legislation would ensure that vessels carrying LNG to or from the U.S. are crewed by credentialed U.S. mariners to reduce safety and security risks.

This legislation has received robust support from a host of maritime stakeholders, including the Maritime Trades Department (AFL-CIO), Seafarers International Union (AFL-CIO), Transportation Institute, Shipbuilders Council, Navy League of the United States, American Maritime Officers, Marine Engineers' Beneficial Association (MEBA), International Association of Masters, Mates and Pilots (MM&P), Maritime Institute for Research and Industrial Development (MIRAID), Marine Firemen's Union, Metal Trades Department (AFL-CIO), Sailors' Union of the Pacific, and American Maritime Congress.

Again, this legislation builds on existing authority under the Coast Guard and Maritime Transportation Act of 2006 and the Deepwater Port Act which specifically authorized the Secretary of Transportation to develop a program to promote the use of U.S. flag vessels in the importation of LNG to the United States. This legislation simply would amend each statute to expand the scope of these authorities to apply also to the LNG export trade.

This legislation is a measured and reasonable step forward to revitalize our U.S. maritime industries, to support our economic and national security, and to begin the process of reclaiming our mantle as a great maritime nation. I urge members to join Chairman HUNTER and myself in this effort.

PERSONAL EXPLANATION

HON. STEVEN A. HORSFORD

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 30, 2014

Mr. HORSFORD. Mr. Speaker, I rise to explain that on rollcall vote No. 463, held on July 29, 2014, I intended to vote "no." I am opposed to the 21st Century Endangered Species Transparency Act, and I inadvertently recorded myself as an "aye" when the bill came to a vote.