

United States' long-standing tradition of resettling the most vulnerable refugees regardless of their country of origin or religious beliefs;

(5) reaffirms the goals of World Refugee Day; and

(6) reiterates the strong commitment of the United States to seek to protect the millions of refugees who live without material, social, or legal protections.

NOTICE OF INTENT TO OBJECT TO PROCEEDING

I, Senator CHUCK GRASSLEY, intend to object to proceeding to the nomination of Steven Andrew Engel, of the District of Columbia, to be Assistant Attorney General for the Department of Justice Office of Legal Counsel, dated June 20, 2017.

ORDERS FOR WEDNESDAY, JUNE 21, 2017

Mr. MCCONNELL. Mr. President, I ask unanimous consent that when the Senate completes its business today, it adjourn until 12 noon, Wednesday, June 21; further, that following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, the time for the two leaders be reserved for their use later in the day, and morning business be closed; further, that following leader remarks, the Senate proceed to executive session and resume consideration of the Mandelker nomination postcloture; finally, that all time during morning business, recess, adjournment, and leader remarks count postcloture on the Mandelker nomination.

The PRESIDING OFFICER. Without objection, it is so ordered.

EXECUTIVE CALENDAR—Continued

ORDER FOR ADJOURNMENT

Mr. MCCONNELL. Mr. President, if there is no further business to come before the Senate, I ask unanimous consent that it stand adjourned under the previous order, following the remarks of Senator WICKER and Senator HASSAN.

The PRESIDING OFFICER. Without objection, it is so ordered.

The Senator from Mississippi.

BUILDING AND SUSTAINING A LARGER NAVY

Mr. WICKER. Mr. President, let's talk about the size of our Navy's fleet.

The current fleet has 276 ships, but the Navy's requirement is now for 355 ships—a figure supported by congressionally mandated future fleet architecture studies.

Last week, I spoke on the floor about the national imperative to build a larger Navy. I outlined the critical missions that our Navy performs every day to help secure the country's vital interests. I also described an intense naval competition with our real and potential adversaries. This is a competition America cannot afford to lose.

America needs a bigger Navy. How do we get there? Related to that question

is when we get to a 355-ship fleet. According to the Chief of Naval Operations, ADM John Richardson, we should reach our 355-ship objective in the mid-2020s. To do that, we should have started yesterday. Building and sustaining technologically advanced ships is a long-term national project. It cannot happen overnight. It takes years.

As chairman of the Seapower Subcommittee, I intend to lay a firm foundation this year to help support a buildup. Based on my subcommittee's work, I am convinced that Congress has a critical role to play in determining how we get to 355. All options should be on the table. Here are four ideas to consider.

No. 1, ramp up hot production lines.

The Navy's accelerated fleet plan states that over the next 7 years, the shipbuilding industrial base can support building more ships than are currently planned. The Navy plans to build 59, but the shipbuilders can actually complete 88. We should do this. Many hot production lines have excess capacity. Congress should authorize the Navy to "buy in bulk," using multiyear and block buy contracts. These contracts would help solidify the skilled workforce, stimulate suppliers, and drive down costs. We can also authorize advance procurement funding to buy long-lead-time pieces and parts.

No. 2, extend the service life of ships in the fleet.

A quarter century ago, the Navy had 450 ships and deployments that averaged 167 days. Now the average deployment exceeds 200 days. In other words, the Navy is smaller, but the tempo of its operations has accelerated. An extra month of deployment puts additional wear and tear on ships, and this can force early retirement and ultimately squander taxpayer dollars.

Better maintenance can extend ships' service lives, delay retirement, and help us reach the 355-ship goal faster. I applaud the President's budget request for fully funding ship depot maintenance. We must build new ships and maintain the current fleet better.

In a recent speech to the Naval War College, the CNO, Admiral Richardson, noted that extending the lives of *Arleigh Burke*-class destroyers could help the Navy reach the 355-ship objective 10 to 15 years earlier. The commander of Navy Sea Systems Command, VADM Thomas Moore, agreed with the CNO in a recent speech in which he stated that proper maintenance would extend service lives and help grow the fleet more rapidly.

No. 3, reactivate ships in the Ready Reserve fleet.

During the Reagan buildup, the Navy brought ships out of mothballs, including battleships with massive guns, to help grow the fleet size. The Navy should look at the Reserve fleet ship by ship to determine if any can be restored to operational status.

In his Naval War College speech, the CNO revealed that he is considering

bringing some retired *Oliver Hazard Perry*-class frigates out of mothballs. Vice Admiral Moore also suggested examining the merits of returning some logistics ships to the force.

Reactivating retired ships does not simply mean bringing back less capable ships. Jerry Hendrix and Robert C. O'Brien wrote in *POLITICO* in April that reactivated ships could be outfitted with modern missile systems and potentially cutting-edge electromagnetic railguns and directed energy weapons. In other words, reactivated ships could perform completely different and relevant missions at a fraction of the cost of new construction.

No. 4, develop and deploy unmanned maritime systems.

The fleet of the future will include new types of ships. Again, according to the CNO, "There is no question that unmanned systems must also be an integral part of the future fleet." Unmanned undersea and surface ships can offer significant advantages, such as the ability to conduct persistent operations. We have seen drones revolutionize combat from the skies. The same is possible on the seas.

I believe the Navy needs a dedicated range to test unmanned systems with other manned and unmanned platforms, while also training new operators and maintainers. I applaud the Navy for including substantial R&D funding for unmanned underwater vehicles, UUVs, in its unfunded priorities list. I am hopeful that Congress will provide the resources that are necessary to rapidly develop and deploy new unmanned systems.

To conclude, we should be considering all options for building up our naval capacity. I do not dismiss the fact that these options cost money and some are controversial, but they deserve to be explored. It would be irresponsible for Congress not to do the work now to ensure that the Navy of the future has what it needs to respond to challenges and fulfill its missions. That means 355 ships, and I look forward to working with my colleagues to set this imperative national project into motion.

Thank you.

I yield the floor.

The PRESIDING OFFICER. The Senator from New Hampshire.

Ms. HASSAN. Mr. President, I thank my colleague from Mississippi for his remarks about the brave men and women in the Navy and their need for support.

HEALTHCARE LEGISLATION

Mr. President, I rise today to join my Democratic colleagues in speaking out against the dangerous TrumpCare bill which is currently being drafted behind closed doors by our Republican colleagues.

The secrecy around this bill shows that Senate Republicans know they cannot defend it to their constituents. That is why Senate Republicans are refusing to even hold a single hearing on the bill. In my State of New Hampshire, you can't pass a bill if it has not