

for use by the United States Postal Service at FM 1098 Loop in Prairie View, Texas, as the 'Esel D. Bell Post Office Building'."

A motion to reconsider the votes whereby the rules were suspended and said bill, as amended, was passed and the title was amended was, by unanimous consent, laid on the table.

Ordered, That the Clerk request the concurrence of the Senate in said bill.

¶74.10 ABE MURDOCK UNITED STATES POST OFFICE BUILDING

Mr. MCCLOSKEY moved to suspend the rules and pass the bill (H.R. 4786) to designate the facility of the United States Postal Service located at 20 South Main in Beaver City, Utah, as the "Abe Murdock United States Post Office Building"; as amended.

The SPEAKER pro tempore, Mr. McNULTY, recognized Mr. MCCLOSKEY and Mr. MYERS, each for 20 minutes.

After debate,

The question being put, *viva voce*,

Will the House suspend the rules and pass said bill, as amended?

The SPEAKER pro tempore, Mr. McNULTY, announced that two-thirds of the Members present had voted in the affirmative.

So, two-thirds of the Members present having voted in favor thereof, the rules were suspended and said bill, as amended, was passed.

By unanimous consent, the title was amended so as to read: "An Act to designate the facility of the United States Postal Service located at 20 South Main Street in Beaver, Utah, as the 'Abe Murdock United States Post Office Building'."

A motion to reconsider the votes whereby the rules were suspended and said bill, as amended, was passed and the title was amended was, by unanimous consent, laid on the table.

Ordered, That the Clerk request the concurrence of the Senate in said bill.

¶74.11 ARTHUR J. HOLLAND UNITED STATES POST OFFICE BUILDING

Mr. MCCLOSKEY moved to suspend the rules and pass the bill (H.R. 4505) to designate the facility of the United States Postal Service located at 20 South Montgomery Street in Trenton, New Jersey, as the "Arthur J. Holland United States Post Office Building".

The SPEAKER pro tempore, Mr. McNULTY, recognized Mr. MCCLOSKEY and Mr. MYERS, each for 20 minutes.

After debate,

The question being put, *viva voce*,

Will the House suspend the rules and pass said bill?

The SPEAKER pro tempore, Mr. McNULTY, announced that two-thirds of the Members present had voted in the affirmative.

So, two-thirds of the Members present having voted in favor thereof, the rules were suspended and said bill was passed.

A motion to reconsider the votes whereby the rules were suspended and

said bill was passed was, by unanimous consent, laid on the table.

Ordered, That the Clerk request the concurrence of the Senate in said bill.

¶74.12 PROVIDING FOR THE CONSIDERATION OF H.R. 5055

Mr. MOAKLEY, by direction of the Committee on Rules, called up the following resolution (H. Res. 482):

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 1(b) of rule XXIII, declare the House resolved into the Committee of the Whole House on the State of the Union for consideration of the bill (H.R. 5055) to authorize appropriations for the Coast Guard for fiscal year 1993, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill for failure to comply with section 302(f) of the Congressional Budget Act of 1974 are waived. After general debate, which shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Merchant Marine and Fisheries, the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Merchant Marine and Fisheries now printed in the bill. The committee amendment in the nature of a substitute shall be considered by title rather than by section. Each title shall be considered as read. All points of order against the committee amendment in the nature of a substitute for failure to comply with section 302(f) of the Congressional Budget Act of 1974 and clause 8 of rule XXI are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommend with or without instructions.

When said resolution was considered.

After debate,

On motion of Mr. MOAKLEY, the previous question was ordered on the resolution to its adoption or rejection and under the operation thereof, the resolution was agreed to.

A motion to reconsider the vote whereby said resolution was agreed to was, by unanimous consent, laid on the table.

¶74.13 COAST GUARD AUTHORIZATION

The SPEAKER pro tempore, Mr. McNULTY, pursuant to House Resolution 482 and rule XXIII, declared the House resolved into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 5055) to authorize appropriations for the Coast Guard for fiscal year 1993, and for other purposes.

The SPEAKER pro tempore, Mr. McNULTY, by unanimous consent, designated Mr. DARDEN as Chairman of the Committee of the Whole.

The Acting Chairman, Mr. PANNETTA, assumed the Chair; and after some time spent therein,

The SPEAKER pro tempore, Mr. McNULTY, assumed the Chair.

When Mr. DARDEN, Chairman, pursuant to House Resolution 482, reported the bill back to the House with an amendment adopted by the Committee.

The previous question having been ordered by said resolution.

The following amendment, reported from the Committee of the Whole House on the state of the Union, was agreed to:

Strike out all after the enacting clause and insert:

TITLE I—AUTHORIZATION OF APPROPRIATIONS

SECTION 101. SHORT TITLE.

This Act may be cited as the "Coast Guard Authorization Act of 1992".

SEC. 102. AUTHORIZATION.

Funds are authorized to be appropriated for necessary expenses of the Coast Guard for fiscal year 1993, as follows:

(a) For the operation and maintenance of the Coast Guard, \$2,603,000,000, of which—

(1) \$142,100,000 shall be transferred from the Department of Defense;

(2) \$31,876,000 shall be derived from the Oil Spill Liability Trust Fund; and

(3) \$35,000,000 shall be expended from the Boat Safety Account.

(b) For the acquisition, construction, rebuilding, and improvement of aids-to-navigation, shore and offshore facilities, vessels, and aircraft, including equipment related thereto, \$419,030,000 to remain available until expended, of which—

(1) \$18,000,000 shall be transferred from the Department of Defense; and

(2) \$37,852,000 shall be derived from the Oil Spill Liability Trust Fund.

(c) For research, development, test, and evaluation, \$29,900,000, to remain available until expended, of which \$4,000,000 shall be derived from the Oil Spill Liability Trust Fund.

(d) For retired pay (including the payment of obligations otherwise chargeable to lapsed appropriations for this purpose), payments under the Retired Serviceman's Family Protection and Survivor Benefit Plans, and payments for medical care of retired personnel and their dependents under chapter 55 of title 10, United States Code, \$519,700,000, to remain available until expended.

(e) For alteration or removal of bridges over navigable waters of the United States constituting obstructions to navigation, and for personnel and administrative costs associated with the Bridge Administration Program, \$12,600,000, to remain available until expended.

(f) For environmental compliance and restoration at Coast Guard facilities, \$30,500,000, to remain available until expended.

SEC. 103. AUTHORIZED LEVELS OF MILITARY STRENGTH AND MILITARY TRAINING.

(a) As of September 30, 1993, the Coast Guard is authorized an end-of-year strength for active duty personnel of 39,732. The authorized strength does not include members of the Ready Reserve called to active duty under section 712 of title 14, United States Code.

(b) For fiscal year 1993, the Coast Guard is authorized average military training student loads as follows:

(1) For recruit and special training, 2,653 student years.

(2) For flight training, 110 student years.

(3) For professional training in military and civilian institution, 362 student years.

(4) For officer acquisition, 878 student years.

SEC. 104. SHORE FACILITIES IMPROVEMENTS AT GROUP CAPE HATTERAS.

The Secretary of Transportation shall expend not more than \$5,500,000, of amounts authorized to be appropriated for the Coast Guard in Fiscal Years 1993, 1994, 1995, 1996, and 1997, for shore facilities improvements within Group Cape Hatteras, North Carolina.

SEC. 105. PREPOSITIONED OIL SPILL CLEANUP EQUIPMENT.

Of the amounts authorized to be appropriated for acquisition, construction, rebuilding, and improvement that are derived from the Oil Spill Liability Trust Fund in fiscal year 1993, the Secretary of Transportation shall expend \$1,780,000 to acquire and preposition oil spill response equipment at Traverse City, Michigan and Houston, Texas.

SEC. 106. OIL SPILL TRAINING SIMULATORS.

Of the amounts authorized to be appropriated for acquisition, construction, rebuilding, and improvement that are derived from the Oil Spill Liability Trust Fund in Fiscal Year 1993, the Secretary of Transportation shall make available—

(1) \$1,250,000 to the Texas Center for Marine Training and Safety at Galveston, Texas, for the purchase of a marine oil spill management simulator; and

(2) \$1,250,000 to the Massachusetts Center for Marine Environmental Protection, located at Buzzards Bay, Massachusetts, for the purchase of a marine oil spill management simulator.

SEC. 107. DESIGNATION OF THE FLORIDA AVENUE BRIDGE AS AN UNREASONABLE OBSTRUCTION TO NAVIGATION.

Notwithstanding another law, the Florida Avenue Bridge, which is located 1.63 miles east of the Mississippi River on the Gulf Intracoastal Waterway in Orleans Parish, Louisiana, is deemed to be an unreasonable obstruction to navigation.

SEC. 108. DESIGNATION OF THE CHELSEA STREET BRIDGE AS AN UNREASONABLE OBSTRUCTION TO NAVIGATION.

Notwithstanding another law, the Chelsea Street Bridge, which is located at mile 1.2 on the Chelsea River (Creek), in Chelsea, Massachusetts, is deemed to be an unreasonable obstruction to navigation.

SEC. 109. PROCUREMENT OF BUOY CHAIN.

(a) IN GENERAL.—Chapter 5 of title 14, United States Code, is amended by adding at the end the following:

"§ 96. Procurement of buoy chain

"(a) The Coast Guard may not procure buoy chain unless—

"(1) it is manufactured in the United States; or

"(2) substantially all of its components are produced or manufactured in the United States.

"(b) For purposes of subsection (a)(2), substantially all of the components of a buoy chain are deemed to be produced or manufactured in the United States if the aggregate cost of the components that are produced or manufactured in the United States is greater than the aggregate cost of the components that are produced or manufactured outside the United States.

"(c) In this section—

"(1) 'buoy chain' means any chain, cable, or other device that is—

"(A) used to hold in place, by attachment to the bottom of a body of water, a floating aid to navigation; and

"(B) not more than four inches in diameter; and

"(2) 'manufacture' includes cutting, heat treating, quality control, welding (including the forging and shot blasting process), and testing."

(b) CLERICAL AMENDMENT.—The table of sections for chapter 5 of title 14, United States Code, is amended by adding at the end the following:

"96. Procurement of buoy chain."

SEC. 110. TRANSFER OF AMOUNTS FOR STATE BOATING SAFETY PROGRAMS.

Section 4 of the Act of August 9, 1950 (16 U.S.C. 777c; popularly known as the "Dingell-Johnson Sport Fish Restoration Act"), is amended—

(1) by inserting "distribution, and transfer" in the third sentence after "deduction,"; and

(2) by inserting after the second sentence the following: "Of annual appropriations allocated under section 3, \$10,000,000 for fiscal year 1993, \$15,000,000 for fiscal years 1994 and 1995, and \$20,000,000 for each fiscal year thereafter, shall be expended for State recreational boating safety programs under section 13106(a)(1) of title 46, United States Code."

TITLE II—BOATING SAFETY

SEC. 201. INCREASED PENALTIES FOR OPERATING A VESSEL WHILE INTOXICATED.

Section 2302(c)(1) of title 46, United States Code, is amended by striking "\$1,000;" and inserting "\$1,000 for a first violation and not more than \$5,000 for a subsequent violation;"

SEC. 202. FUTURE BOATERS EDUCATION PROGRAM.

Not later than six months after the date of enactment of this Act, the Secretary of Transportation shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Merchant Marine and Fisheries of the House of Representatives a plan to increase the availability of voluntary safe boating education to individuals sixteen years of age or younger. In developing the plan, the Secretary shall consider using the resources of the Coast Guard Auxiliary to provide boating education to the greatest extent possible.

SEC. 203. COAST GUARD AUXILIARY MISSION REPORT.

Not later than six months after the date of enactment of this Act, the Secretary of Transportation shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Merchant Marine and Fisheries of the House of Representatives a report on ways to enlarge the mission of the Coast Guard Auxiliary and to increase Auxiliary participation in Coast Guard programs and activities.

SEC. 204. LAW ENFORCEMENT COORDINATION DEMONSTRATION PROJECT.

Not later than two months after the date of enactment of this Act, the Secretary of Transportation shall conduct a demonstration project in the Ninth Coast Guard District in conjunction with other appropriate officials of Federal, State, and local government agencies, to increase coordination of enforcement of boating laws and regulations.

TITLE III—MISCELLANEOUS

SEC. 301. STATE MARITIME ACADEMY VESSEL INSPECTION FEE RELIEF.

Section 2110 of title 46, United States Code, is amended by adding at the end of the following:

"(j) Effective October 1, 1992, the Secretary may not establish or collect a fee or charge for the inspection under part B of this subtitle for training ships operated by State maritime academies."

SEC. 302. AUTHORITY FOR THE COAST GUARD TO INSPECT AND WITHHOLD THE DOCUMENTS OF CERTAIN FOREIGN PASSENGER VESSELS.

(a) Section 3303(a) title 46, United States Code, is amended in the first sentence by—

(1) striking "only"; and

(2) striking "the condition of the vessel's propulsion and lifesaving equipment are" and inserting "the condition of the vessel is"

(b) Section 3505 of title 46, United States Code, is amended by striking "or domestic vessel of more than 100 gross tons having berth or stateroom accommodations for at least 50 passengers" and inserting "vessel".

SEC. 303. STUDY OF THE APPLICATION OF TILTROTOR AIRCRAFT TECHNOLOGY TO COAST GUARD MISSIONS.

(a) Not later than one year after the date of enactment of this Act, the Secretary of Transportation shall submit a study to congress on the application of the V-22 Osprey tiltrotor technology to Coast Guard missions.

(b) In conducting the study under subsection (a), the Secretary shall—

(1) evaluate the application of tiltrotor technology to Coast Guard missions including—

(A) search and rescue at sea; and

(B) the enforcement of laws of the United States especially with respect to drug interdiction;

(2) determine whether use of the technology in the Coast Guard marine environmental protection program would minimize the damage caused by oil or hazardous substances spills in the waters of the United States; and

(3) determine what effect the technology would have on Coast Guard manpower and operating costs, compared to those costs associated with technology currently used by the Coast Guard.

SEC. 304. ENFORCEMENT AGREEMENTS.

The Coast Guard and the Department of Commerce shall enter into a Memorandum of Agreement regarding fisheries enforcement practices and procedures that provide at a minimum for the opportunity, if timely requested, to appear in person to respond to charges of violation of law or regulation when the opportunity for a hearing is granted by statute. The Memorandum of Agreement shall also provide that all enforcement procedures shall be fair and consistently applied.

SEC. 305. RADAR BEACON AID-TO-NAVIGATION FOR THE ECKHOLMS ISLANDS.

Not later than ninety days after enactment of this Act, the Secretary of Transportation shall install a radar beacon aid-to-navigation at the Eckholms Islands, near Sitka, Alaska.

SEC. 306. AUTHORIZING PAYMENT TO CERTAIN SUBCONTRACTORS.

(a) Not later than sixty days after the date of enactment of this Act, the Secretary of Transportation shall determine whether the Coast Guard failed to investigate the adequacy, availability, and financial soundness of the security for payment to subcontractors under Coast Guard contract DTCG50-87-C-00096, notwithstanding any law or regulation in effect at the time the contract was made.

(b) If the Secretary determines that the Coast Guard failed to investigate as provided in subsection (a) of this section, the Secretary shall—

(1) not later than one hundred and eighty days after the date of enactment of this Act, determine the amounts that MZP, Incorporated owes to all subcontractors that performed work or supplied materials under the contract; and

(2) not later than sixty days after making that determination, the Secretary shall pay the subcontractors out of amounts authorized to be appropriated under this Act.

(c) The Secretary shall conduct investigations and interviews under this section in Ketchikan, Alaska.

SEC. 307. STUDY OF THE APPLICATION OF NIGHT VISION AND THERMAL IMAGING TECHNOLOGY TO COAST GUARD MISSIONS.

(a) Not later than six months after the date of enactment of this Act, the Secretary of Transportation shall submit a study to Congress on the application of the Driver's Thermal Viewer (DTV) to Coast Guard missions.

(b) In conducting the study required under subsection (a), the Secretary shall—

(1) evaluate the applications of the Driver's Thermal Viewer to Coast Guard missions on Coast Guard utility boats and motor lifeboats including—

(A) search and rescue at sea;

(B) the enforcement of laws of the United States, especially with respect to drug interdiction; and

(C) marine environmental protection; and

(2) determine what effect implementing the technology would have on Coast Guard operating costs and manpower.

SEC. 308. COAST GUARD BAND DIRECTOR.

Section 336 of title 14, United States Code, is amended in subsection (d) by striking "lieutenant".

SEC. 309. COASTWISE LAWS.

(a) DREDGES.—

(1) IN GENERAL.—Section 1 of the Act of May 28, 1906 (46 App. U.S.C. 292) is amended to read as follows:

"SECTION 1. VESSELS THAT MAY ENGAGE IN DREDGING.

"(a) IN GENERAL.—Except as provided in subsection (b), a vessel may engage in dredging in the navigable waters of the United States or the Exclusive Economic Zone only if—

"(1) for a vessel that is at least 5 net tons—

"(A) the vessel is documented under chapter 121 of title 46, United States Code, with a coastwise endorsement; and

"(B) if chartered, the charterer of the vessel is a citizen of the United States under section 2 of the Shipping Act, 1916 (46 App. U.S.C. 802) for purpose of engaging in the coastwise trade; or

"(2) for a vessel that is less than 5 net tons—

"(A) the vessel was built in the United States; and

"(B) the owner and, if chartered, the charterer of the vessel is a citizen of the United States under section 2 of the Shipping Act, 1916 (46 App. U.S.C. 802) for purpose of engaging in the coastwise trade.

"(b) EXCEPTION.—A documented vessel with a registry endorsement may engage in the dredging of gold in Alaska.

"(c) PENALTY.—When a vessel is operated in knowing violation of this section, that vessel and its equipment are liable to seizure by and forfeiture to the United States Government."

(2) EXCEPTION.—The amendment made by paragraph (1) does not apply to—

(A) (i) the vessel STUYVESANT, official number 648540;

(ii) any other hopper dredging vessel documented under chapter 121 of title 46, United States Code, before the effective date of this Act and chartered to Stuyvesant Dredging Company or to an entity in which it has an ownership interest; however, this exception expires on December 3, 2022 or when the vessel STUYVESANT ceases to be documented under chapter 121, whichever first occurs; and

(iii) any other non-hopper dredging vessel documented under chapter 121 and chartered to Stuyvesant Dredging Company or to an entity in which it has an ownership interest, as is necessary (a) to fulfill dredging obligations under a specific contract, including any extension periods; or (b) as temporary replacement capacity for a vessel which has

become disabled but only for so long as the disability shall last and until the vessel is in a position to fully resume dredging operations; however, this exception expires on December 8, 2022 or when the vessel STUYVESANT ceases to be documented under chapter 121, whichever first occurs;

(B) the vessel COLUMBUS, official number 590658, except that the vessel's certificate of documentation shall be endorsed to prohibit the vessel from engaging in the transportation of merchandise (except valueless material), including dredge material of value, between places within the navigable waters of the United States; or

(C) a vessel that is engaged in dredged material excavation if that excavation is not more than a minority of the total cost of the construction contract in which the excavation is a single, integral part, and the vessel is—

(i) built in the United States;

(ii) a non-self-propelled mechanical clamshell dredging vessel; and

(iii) owned or chartered by a corporation that had on file with the Secretary of Transportation, on August 1, 1989, the certificate specified in section 27A of the Merchant Marine Act, 1920 (46 App. U.S.C. 883-1).

(b) GOVERNMENT MERCHANDISE.—Section 27 of the Merchant Marine Act, 1920 (46 App. U.S.C. 883) is amended by striking "merchandise" in the first sentence and inserting "merchandise, including merchandise owned by the United States Government, a State (as defined in section 2101 of title 46, United States Code), or a subdivision of a State,".

(c) GRANDFATHER PROVISION.—Public Law 100-329 does not apply to a vessel—

(1) engaged in the transportation of valueless material or valueless dredged material; and

(2) owned or chartered by a corporation that had on file with the Secretary of Transportation on August 1, 1989, the certificate specified in section 27A of the Merchant Marine Act, 1920 (46 App. U.S.C. 883-1).

SEC. 310. ACCEPTANCE OF EVIDENCE OF PAYMENT OF COAST GUARD FEES.

The Secretary of Transportation may not issue a citation for failure to pay a fee or charge established under section 2110 of title 46, United States Code, to an owner or operator of a recreational vessel who provides reasonable evidence of prior payment of the fee or charge to a Coast Guard boarding officer.

SEC. 311. SCHEDULE FOR OPERATION OF DRAWBRIDGE OF WOODROW WILSON MEMORIAL BRIDGE.

(a) COMMERCIAL VESSELS.—

(1) RESTRICTIONS ON HOURS OF OPERATION.—The Secretary of the department in which the Coast Guard is operating (in this section referred to as the "Secretary") shall not operate the drawbridge of the Woodrow Wilson Memorial Bridge in the following periods for the passage of a commercial vessel:

(A) Monday through Friday (except Federal holidays), 5:00 a.m. to 10:00 a.m. and 2:00 p.m. to 8:00 p.m.

(B) Saturday, Sunday, and Federal holidays, 2:00 p.m. to 7:00 p.m.

(2) NOTICE REQUIRED.—The Secretary shall not operate the drawbridge of the Woodrow Wilson Memorial Bridge for the passage of a commercial vessel unless—

(A) the owner or operator of the vessel notifies the Secretary of the time that the vessel will pass the bridge, by not later than 24 hours before that time; and

(B) the vessel passes the bridge in the 2-hour period beginning 1 hour before that time.

(b) RECREATIONAL VESSELS.—

(1) RESTRICTIONS ON HOURS OF OPERATION.—The Secretary shall not operate the drawbridge of the Woodrow Wilson Memorial Bridge in the following periods for the passage of a recreational vessel:

(A) Monday through Friday (except Federal holidays), 5:00 a.m. to 12:00 midnight.

(B) Saturday, Sunday, and Federal holidays, 7:00 a.m. to 12:00 midnight, except as provided in paragraph (2).

(2) SPECIAL OPERATION.—Notwithstanding paragraph (1)(B), the Secretary may operate the drawbridge of the Woodrow Wilson Memorial Bridge beginning at 10:00 p.m. on Saturday, Sunday, or a Federal holiday for the passage of a recreational vessel, if the owner or operator of the vessel notifies the Secretary of the time of that passage by not later than 12 hours before that time.

(3) PASSAGE DURING OTHER OPENINGS NOT PROHIBITED.—This subsection shall not be considered to prohibit a recreational vessel from passing the Woodrow Wilson Memorial Bridge at any time at which the drawbridge is being operated for the passage of a commercial vessel.

SEC. 312. BUY-AMERICAN REQUIREMENT.

(a) DETERMINATION BY THE SECRETARY.—If the Secretary, with the concurrence of the United States Trade Representative and the Secretary of Commerce, determines that the public interest so requires, the Coast Guard may award to a domestic firm a contract that, under the use of competitive procedures, would be awarded to a foreign firm, if—

(1) the final product of the domestic firm will be completely assembled in the United States;

(2) when completely assembled, not less than 51 percent of the final product of the domestic firm will be domestically produced;

(3) the difference between the bids submitted by the foreign and domestic firms is not more than 10 percent; and

(4) the foreign firm's bid is subsidized by the foreign government under whose laws the foreign firm is domiciled or operating. In determining under this subsection whether the public interest so requires, the Secretary shall take into account United States international obligations and trade relations.

(b) LIMITATION.—This section shall not apply to the extent to which—

(1) such applicability would not be in the public interest;

(2) compelling national security considerations require otherwise; or

(3) the United States Trade Representative determines that such an award would be in violation of the General Agreement on Tariffs and Trade or an international agreement to which the United States is a party.

(c) APPLICABILITY.—This section applies only to contracts for which solicitations are issued by the Department of Transportation after the date of the enactment of this Act and which are entered into during fiscal year 1993.

(d) REPORT TO CONGRESS.—The Secretary shall submit to the Congress a report on the implementation of this section. Such report shall include a description of each of the following:

(1) The contracts covered by this section that met the requirements of subsection (a) and were awarded to domestic firms.

(2) The contracts covered by this section that met the requirements of subsection (a) but which were determined by the United States Trade Representative to be in violation of the General Agreement or an international agreement to which the United States is a party.

(3) The contracts covered by this section that were awarded to foreign entities.

(e) DEFINITIONS.—For purposes of this section—

(1) DOMESTIC FIRM.—The term "domestic firm" means a business entity that is incorporated in the United States and that conducts business operations in the United States.

(2) FOREIGN FIRM.—The term “foreign firm” means a business entity that is not a domestic firm.

(3) SECRETARY.—The term “Secretary” means the head of the department in which the Coast Guard is operating.

The bill, as amended, was ordered to be engrossed and read a third time, was read a third time by title.

The question being put, viva voce, Will the House pass said bill?

The SPEAKER pro tempore, Mr. MCNULTY, announced that the yeas had it.

Pending further consideration,

¶74.14 ORDER OF BUSINESS—VOTE ON SUSPENSION

On motion of Mr. MURTHA, by unanimous consent,

Ordered, That, notwithstanding the provisions of clause 5(a) of rule I, the Speaker be authorized to reduce to a minimum of 5 minutes the period of time for a recorded vote postponed on the motion to suspend the rules, if so ordered, which will immediately follow the 15 minute vote on the question of passage of the pending bill.

The House resumed consideration of the pending bill,

¶74.15 PASSAGE OF H.R. 5055

Mr. FIELDS objected to the vote on the ground that a quorum was not present and not voting.

A quorum not being present,

The roll was called under clause 4, rule XV, and the call was taken by electronic device.

When there appeared { Yeas 304 Nays 22

¶74.16 [Roll No. 207] YEAS—304

- Abercrombie Coleman (MO) Ford (TN)
Andrews (ME) Collins (IL) Frank (MA)
Andrews (NJ) Collins (MI) Franks (CT)
Andrews (TX) Condit Frost
Annunzio Conyers Gejdenson
Applegate Cooper Gephardt
Atkins Costello Geren
AuCoin Coughlin Gilchrist
Baker Cox (CA) Gilman
Ballenger Cox (IL) Glickman
Barnard Coyne Gonzalez
Barrett Cramer Goodling
Beilenson Cunningham Gordon
Bennett Darden Goss
Bentley de la Garza Gradison
Bereuter DeLauro Green
Berman Dellums Guarini
Bevill Dickinson Hall (OH)
Bilbray Dicks Hall (TX)
Bilirakis Dingell Hamilton
Blackwell Dixon Hammerschmidt
Bliley Dooley Hayes (IL)
Boehlert Doolittle Hayes (LA)
Boehner Dornan (CA) Hefley
Brewster Downey Hertel
Brooks Dreier Hoagland
Broomfield Durbin Hobson
Browder Dwyer Holloway
Bruce Early Hopkins
Bunning Eckart Horn
Bustamante Edwards (CA) Horton
Byron Edwards (TX) Hoyer
Callahan Emerson Hubbard
Camp Engel Huckabay
Campbell (CA) English Hughes
Cardin Evans Hunter
Carr Ewing Hutto
Chandler Fascell Hyde
Chapman Fazio Inhofe
Clay Fields Ireland
Clement Fish Jacobs
Clinger Flake Jefferson
Coble Ford (MI) Jenkins

- Johnson (SD)
Jones (NC)
Jontz
Kanjorski
Kaptur
Kasich
Kildee
Klecicka
Kolbe
Kolter
Kyl
LaFalce
Lagomarsino
Lancaster
Lantos
LaRocco
Laughlin
Leach
Lehman (FL)
Levin (MI)
Lewis (CA)
Lewis (FL)
Lewis (GA)
Lightfoot
Lipinski
Long
Lowey (NY)
Luken
Machtley
Markey
Martinez
Mazzoli
McCandless
McCloskey
McCrery
McCurdy
McDermott
McEwen
McHugh
McMillen (MD)
McNulty
Mfume
Miller (CA)
Miller (OH)
Miller (WA)
Mineta
Mink
Moakley
Molinari
Montgomery
Moody
Moorhead
Moran
Morella
Mrazek
Murphy
Murtha
Myers
Nagle

- Allard
Allen
Burton
Combest
Crane
Dannemeyer
Dorgan (ND)
Duncan
Fawell
Grandy
Hancock
Henry
James
Johnson (TX)
Meyers
Nussle

NOT VOTING—108

- Ackerman
Alexander
Anderson
Anthony
Archer
Army
Aspin
Bacchus
Barton
Bateman
Borski
Boucher
Boxer
Brown
Bryant
Campbell (CO)
Carper
Coleman (TX)
Davis
DeFazio
DeLay
Derrick
Donnelly
Dymally
Edwards (OK)
Erdreich
Espy
Feighan

- Natcher
Neal (MA)
Nowak
Oakar
Oberstar
Obey
Olin
Olver
Ortiz
Orton
Owens (UT)
Oxley
Packard
Pallone
Panetta
Parker
Pastor
Patterson
Paxon
Payne (VA)
Pelosi
Penny
Peterson (FL)
Peterson (MN)
Pickett
Pickle
Porter
Poshard
Pursell
Quillen
Rangel
Ravenel
Reed
Regula
Richardson
Ridge
Rinaldo
Roe
Roemer
Rohrabacher
Ros-Lehtinen
Rose
Roybal
Russo
Sabo
Sanders
Sangmeister
Santorum
Sarpalius
Sawyer
Saxton
Schaefer
Scheuer
Schiff
Schroeder
Schulze
Serrano
Sharp
Shaw

- Petri
Ramstad
Sensenbrenner
Solomon
Stump
Thomas (WY)

- Lloyd
Lowery (CA)
Manton
Marlenee
Martin
Matsui
Mavroules
McCollum
McDade
McGrath
McMillan (NC)
Michel
Mollohan
Morrison
Neal (NC)
Nichols
Owens (NY)
Payne (NJ)
Pease
Perkins
Price
Rahall
Ray
Rhodes
Riggs
Ritter
Roberts
Rogers
Rostenkowski

- Roth
Roukema
Rowland
Savage
Schumer
Skelton
Smith (FL)
Stallings
Stark
Synar
Tallon
Tanner
Torres
Traxler

- Walker
Washington
Weiss
Weldon
Wise
Wyden
Young (FL)

So the bill was passed.

A motion to reconsider the vote whereby said bill was passed was, by unanimous consent, laid on the table.

Ordered, That the Clerk request the concurrence of the Senate in said bill.

¶74.17 CLERK TO CORRECT ENGROSSMENT

On motion of Mr. TAUZIN, by unanimous consent,

Ordered, That in the engrossment of the foregoing bill, the Clerk be authorized to correct section numbers, punctuation, cross references, and to make other technical corrections.

¶74.18 H.R. 1624—UNFINISHED BUSINESS

The SPEAKER pro tempore, Mr. MCNULTY, pursuant to clause 5, rule I, announced the unfinished business to be the motion to suspend the rules and pass the bill (H.R. 1624) to provide for the establishment of a memorial on Federal land within the District of Columbia to honor members of the Armed Forces who served in World War II, and to express the sense of Congress concerning the United States participation in that conflict; as amended.

The question being put, viva voce, Will the House suspend the rules and pass said bill, as amended?

The SPEAKER pro tempore, Mr. MCNULTY, announced that two-thirds of those present had voted in the affirmative.

So, two-thirds of the Members present having voted in favor thereof, the rules were suspended and said bill, as amended, was passed.

By unanimous consent, the title was amended so as to read: “An Act to authorize the American Battle Monuments Commission to establish a memorial, in the District of Columbia or its environs, to honor members of the Armed Forces who served in World War II and to commemorate the participation of the United States in that war.”.

A motion to reconsider the votes whereby the rules were suspended and said bill, as amended, was passed and the title was amended was, by unanimous consent, laid on the table.

Ordered, That the Clerk request the concurrence of the Senate in said bill.

¶74.19 UNFINISHED BUSINESS—APPROVAL OF THE JOURNAL

The SPEAKER pro tempore, Mr. MCNULTY, pursuant to clause 5, rule I, announced the unfinished business to be the question on agreeing to the Chair’s approval of the Journal of Thursday, June 18, 1992.

The question being put, viva voce, Will the House agree to the Chair’s approval of said Journal?

The SPEAKER pro tempore, Mr. MCNULTY, announced that the yeas had it.

Mr. YOUNG of Alaska demanded a recorded vote on agreeing to the Chair’s