

Kenrich being held by Dai-Ichi Kangyo Bank [DKB]. The DKB through CIT, promptly called in Kenrich's loans to precipitate a bankruptcy and gain control of Kenrich's patents used as collateral against the loan.

Extraordinary measures have been taken by Ajinomoto to stack an arbitration panel as required under the 1952 United States-Japanese Arbitration. Moreover, it will require the case to be argued in Japan where patent laws are highly favorable to knock-off products.

Improper recordkeeping and unauthorized sub-licensing by Ajinomoto for the manufacture of the chemicals to companies, such as Junsei Chemical Co., Ltd., and Kawaken Fine Chemicals Co., Ltd., made it impossible for Arthur Andersen Co. to conduct a proper audit under license agreement to determine royalties due Kenrich. The Andersen audit, initiated in October 1992, took 2 years and cost Kenrich \$63,252. Andersen was stonewalled by Ajinomoto and hence, the audit was unusable.

Ajinomoto withheld knowledge of patents filed by Japanese companies such as Sony Corp., on such products as videotape, prior to the 1980 license agreement with Kenrich. This concealed the extensive value of Kenrich's technology to Japan's high technology industries.

Patents were filed in 1995 by Mitsubishi Rayon for high performance carbon fiber advanced composites used in aerospace that contained one of Kenrich's chemicals not licensed to Ajinomoto. Kenrich had discontinued manufacturing this product 15 years ago. Who supplied the pirated chemical? It wasn't Kenrich.

I do not believe that Mr. Monte's case is unusual. It shows how defenseless American small business is in international trade and how little the Federal Government does to protect fair trade. We should not resent the coordinated actions of the Japanese Government, banks, and industry, but we should learn from them. Predatory practices are actionable under American law and we must require that the rights of American citizens are freely and fairly insured in the arena of international trade. I intend to ask the U.S. Trade Representative and the U.S. International Trade Commission to launch an official investigation of this matter.

#### MOBLEY MOURNS HIS NAVY COMMANDER

HON. JACK KINGSTON

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 7, 1996*

Mr. KINGSTON. Mr. Speaker, I submit the following story for the CONGRESSIONAL RECORD. This story ran in the Glennville Sentinel on January 11, 1996.

MOBLEY MOURNS HIS NAVY COMMANDER  
(By Clinton Oliver)

While flags flew at half-mast in honor of Admiral Arleigh Burke, who died last week at 94 in Bethesda Naval Hospital in Maryland, one Glennville resident was particularly saddened by the passing of this distinguished naval officer. Petty Officer Thurman O. Mobley served with Admiral Burke aboard the U.S.S. Charles Ausburne in the South Pacific during World War II and remembers Burke as a courageous, feisty, and some-

times blustery commander who was highly respected by his men. "This ship is built to fight," Burke once barked to the crew of the Ausburne, "you'd better know how."

The U.S.S. Charles Ausburne was built by Consolidated Steel Corporation of Orange, Texas, and was commissioned November 24, 1942. Mobley boarded the Ausburne in Norfolk, Virginia, in April of 1943, and the next month the ship joined the Pacific Fleet, after passing through the Panama Canal, according to Pentagon records. Mobley and his shipmates of the Ausburne were commended by Admiral William "Bull" Halsey, Commander of Allied Naval Forces in the South Pacific; by Admiral Chester W. Nimitz, Commander-in-Chief of the U.S. Pacific Fleet, and by General Douglas MacArthur, Commander of Allied Forces in the Pacific, for action in that theater. They were cited by President Harry S. Truman for action from November 1943 to February 1944.

The Ausburne was Admiral Burk's flagship, and although a number of sailors from Georgia served under Burke on other ships, "I was the only Georgia boy to serve on the same ship with him," Mobley declared. The Ausburne destroyed nine enemy ships and shot down nine aircraft. Mobley and the crew rescued ten survivors of planes forced down at sea and picked up 31 Japanese prisoners from the water, according to Navy records.

Mobley stated that all crew members had two jobs to perform, depending on whether or not the ship was engaged with the enemy—one "combat" job and one "work-a-day" routine job.

Petty Officer Mobley was triggerman on a 20 millimeter artillery piece during combat and a baker at other times. The gun crew had trained by firing at aerial targets on a Pacific island, and once just before an air battle with the Japanese, Mobley was summoned to the bridge of the Ausburne. The officer on the bridge had observed that the Glennville sailor consistently had more hits on aerial targets than any other triggerman. "Mobley," the officer demanded, "we're about to engage the enemy. How do you account for the fact that you have consistently hit more air targets than any triggerman on board?" Mobley quickly recalled his dove-shooting days with a shotgun near Glennville.

"Sir," he retorted, "I keep telling you fellers you're not leading 'em enough." Mr. Mobley was referring to the practice of a hunter aiming slightly ahead of a moving quarry to allow time for the projectile to reach the mark. The officer ordered an appropriate adjustment to the aim-and-fire routine and the change improved the accuracy of the entire crew, Mobley said.

As the ship's baker, Seaman Mobley learned of Admiral Burke's favorite dessert. "About once a month, I baked an apple pie and carried it to his quarters," he said.

After President Eisenhower appointed Admiral Burke Chief of Naval Operations (the top post for a Navy officer), Mobley called his old commander at the Pentagon. "It took me about half a day to get to him," Mobley said, "but they finally put me through." Mobley stated who was calling and congratulated the officer on his high appointment.

"Mobley, Mobley," the admiral mused. "I seem to remember the name, but I can't quite place you."

"I used to be your baker," Mobley informed him.

"APPLE PIE!" the admiral exploded. "You used to bake my apple pies." The two old sailors enjoyed a lengthy visit by telephone. Thereafter, Admiral Burke wrote a short note about once a year to his ex-baker, and always addressed him as "apple pie." The periodic messages ceased about two years ago. Age finally claimed Thurman Mobley's cherished and salty old friend.

During air battles, Japanese pilots routinely held back the last bomb on their aircraft for a suicide dive into allied war ships, slamming into them at about the waterline. "We always made sure we shot down those suicide divers," Mobley said. "We knew if we didn't get them, we were goners for sure." Sometimes downed suicide craft slammed into the ocean so near the Ausburne and with such force that the crash caused a surge of water across the deck that nearly knocked the sailors off their feet, Mobley declared.

At the end of World War II, the U.S.S. Charles Ausburne had steamed a total of 207,000 nautical miles, consumed 10,686,305 gallons of fuel, and visited four continents, and eight ports in the United States. Mobley and his shipmates crossed the International Date Line four times and the equator 16 times. The Ausburne had conducted 32 fueling operations at sea, had gone to General Quarters (complete readiness for battle) 780 times, and had been in three typhoons. Mobley and the Ausburne crew conducted 22 battles against the Japanese Navy in four months.

Petty Officer Thurman O. Mobley was discharged from the U.S. Navy on Thanksgiving Day, 1945. He is retired from the U.S. Postal Service and lives with his wife, Lilla, on Howard Street in Glennville.

#### PERSONAL EXPLANATION

HON. KAREN MCCARTHY

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 7, 1996*

Ms. MCCARTHY. Mr. Speaker, due to official business in my district, I was unable to cast votes on Tuesday March 5, and Wednesday March 6. Had I been here, I would have voted as follows: "Yes" on rollcall vote No. 44—H.R. 2778, to provide tax benefits for U.S. troops in Bosnia; "yes" on rollcall vote No. 45—Approval of the Journal; "yes" on rollcall vote No. 46—H.R. 270, the rule for consideration of H.R. 927; "yes" on rollcall note No. 47—H.R. 927, the conference report on the Cuban Liberty and Democratic Solidarity Act.

#### CONFERENCE REPORT ON H.R. 927, CUBAN LIBERTY AND DEMOCRATIC SOLIDARITY (LIBERTAD) ACT OF 1996

SPEECH OF

HON. JACK REED

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, March 6, 1996*

Mr. REED. Mr. Speaker, today the House is considering legislation in the wake of the recent attack by the Cuban Air Force on two unarmed civilian aircraft. This outrageous, unprovoked act resulted in the tragic loss of four American lives. I, like most Americans, believe the United States must strongly condemn this act and work to promote a democratic Cuba. Unfortunately, I do not believe that H.R. 927 will accomplish this goal.

This attack clearly illustrates the breakdown of the Cuban Government and the desperation that Fidel Castro faces in trying to hold onto power. The question we must answer is: how best to hasten the end of the Castro regime? Regrettably, the bill before us is not the answer. Isolation has not been successful in