

Observation Squadron, the wing fought in various combat theaters around the world, displaying courage in battles in the Pacific, Europe and China-Burma-India theaters.

The 146th distinguished itself during the 1950's in the Korean war, and in the 1960's Southeast Asia conflict flying a variety of combat air support missions. Since 1970, the wing's C-130 aircraft have traveled to all corners of the world, airlifting troops, passengers, and cargo during training missions, exercise deployments, and real-world military operations.

In 1992, the wing received its third Air Force Outstanding Unit Award. The 146th was praised for extraordinary service to the Nation, State, and local communities during hostilities in Panama and in the Persian Gulf, and in peacetime humanitarian airlifts and aerial fire fighting.

Mr. Speaker, while the mission and accomplishments of the 146th Airlift Wing are truly commendable, their true strength lies in the men and women who comprise the wing. I am pleased to pay tribute to them today and congratulate them on 50 years of service to our Nation, State, and community.

#### A NEW MARITIME STRATEGY

### HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 18, 1997

Mr. CUNNINGHAM. Mr. Speaker, in my role as an administrative cochairman of the bipartisan national security caucus, I served as the cohost of a recent maritime policy briefing. The group my colleagues and I assembled discussed a wide range of critical issues which have a significant impact on our national security and the future of our maritime industry.

This dinner briefing was an outstanding success because of the insights and observations we received from several of my fellow cochairmen in the national security caucus. The group included Chairman FLOYD SPENCE of the National Security Committee, IKE SKELTON, the ranking Democrat on the Military Procurement Subcommittee and STENY HOYER, the chairman of the Democratic Steering Committee. We were also joined by TILLIE FOWLER, the vice chairman of the Coast Guard and Maritime Transportation Subcommittee.

Our guests of honor were Secretary of the Navy John Dalton and Gen. Charles Krulak, the commander of the Marine Corps. We were also joined by several key executives from the maritime industry and senior officials of leading trade associations and maritime organizations.

The topics we reviewed included the Maritime Security Program [MSP], the Jones Act, the charter and build program, cargo preference, and acquisition reform. All of our participants were in agreement that the disappearance of U.S. shipping companies would have a serious impact on America's national security.

During Operation Desert Storm, American shipping companies transported 95 percent of the sustainment cargo. It is definitely not clear how the Defense Department would replace crucial sealift capacity if, suddenly, no American container ship companies were available. Certainly, the cost of replacing this commercial

capacity with new government-owned sealift vessels would be astronomical.

The number of private U.S. shipyards has dropped by more than 50 percent over the past 15 years. The U.S.-flag fleet is very productive today, but unfortunately, its capability to compete on the international stage has declined. The American fleet of self-propelled vessels has decreased steadily in size since 1950 to a current low of approximately 300 vessels.

The available work force has also declined significantly and the modernization of the U.S. seaports is well behind their foreign competitors. These factors are raising concerns among my colleagues in the national security caucus about handicaps on our Nation's economy and our capability to promote trade and our national security interests.

The participants were in agreement that the U.S. policies and programs are in sharp contrast with those of many leading maritime nations. These other nations have acted to preserve a commercial presence in shipping. They offer supportive tax and financing packages. And they invest heavily in the modernization of their shipyards and seaports. All of these inequities discourage private investment in key components of U.S. maritime industries. I believe it is in the best interests of all Americans to harness the leadership of government with the strength of the marketplace to level the international playing field so that U.S. industries can compete globally.

The challenges we face were eloquently stated last year during the MSP debate by chairman HERB BATEMAN of the Merchant Marine Panel when he said, "We are beyond the point of talking about viability, resurgence or even revitalization. We are now talking about the very survival of the American maritime industry. As horrible and as catastrophic as it may sound, if we do not develop and adopt a new strategy, the U.S. fleet may not be in existence a year from now."

I am very pleased to report that the efforts to develop, adopt, and implement a comprehensive and bipartisan national maritime strategy is receiving critical leadership from the nonprofit National Security Caucus Foundation. I know all of the caucus cochairmen are very grateful for the tremendous yeoman labor of the NSCF maritime team. This group includes Adm. Thomas Moorer USN (Ret.), the former chairman of the Joint Chiefs of Staff, Rear Adm. Robert Spiro, the former Under Secretary of the Army, and Gregg Hilton, the NSCF's Executive Director.

They have been working in cooperation with the Navy and the Maritime Administration on several strategy conferences, and they have assembled an impressive list of retired flag officers who are emphasizing the arguments I have outlined above. The NSCF's effort to develop a new strategy is essential to our national security and I will be providing further information to my colleagues about this program in the weeks ahead.

Finally, I want to express my appreciation to several individuals who had a key role in organizing last night's policy discussion. They also provided us excellent advice and a wide variety of background information. The group which is responsible for the success of last night's event includes Jim Henry, the president of the Transportation Institute, Jim Patti, the president of MIRAID, Gloria Tosi, the executive director of the American Maritime Con-

gress and Gordon Spencer, the legislative director for the American Maritime Officers.

IN HONOR OF THE 125TH ANNIVERSARY OF THE CONGREGATION OF ST. JOSEPH

### HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 18, 1997

Mr. KUCINICH. Mr. Speaker, I rise today to honor the Congregation of St. Joseph [CSJ] in Cleveland, OH as they celebrate their 125th anniversary of serving the Cleveland community through their faith, service, and vision.

For the Sisters of St. Joseph, this anniversary year has been one of reflection on their faith and a renewal of their spirituality. The sisters recently spent a weekend exploring the core principles and values of their faith and endeavored to find God and love in everyday life.

This year has also been a time to contemplate the areas of service in which CSJ is involved. Throughout their history, the sisters have reached out to others in the Cleveland community. The Sisters of St. Joseph have been involved in educating the youth of the community's parishes and in helping many other service organizations such as the West Side Catholic Center and Women's Shelter, Providence House—a crisis nursery for children, transitional housing for women and families, day care, and hospital visits. As part of the anniversary celebration, the Sisters of St. Joseph awarded a grant to fund a new service project in the community, "Seeds of Literacy." This project, coordinated with three other parishes in the Cleveland area, will reach out to needy adults to increase their literacy skills and sense of self worth, hopefully resulting in new job opportunities for them so they will be able to support themselves and their children.

The congregation has also spent this anniversary year focusing on the vision that has carried them through the past 125 years, and which will inspire them in the future. Just as many bridges span the Cuyahoga River in Cleveland, connecting the east side of the city to the west, CSJ is always looking for ways to build new bridges connecting themselves to their traditional spirituality, connecting their accomplishments of the past to their vision of the future, and connecting the Congregation of St. Joseph to the Cleveland community.

My fellow colleagues, please join me in honoring the devoted Sisters of the Congregation of St. Joseph.

TRIBUTE TO FRANCIS TOUCHETTE

### HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 18, 1997

Mr. COSTELLO. Mr. Speaker, 60 days ago today on July 18, 1997, the people of the St. Louis metropolitan area and the people of southwestern Illinois lost a great leader and I lost a good friend. Francis Touchette passed away on July 18, 1997, at the age of 84 after a long illness.

During this period, I have had time to reflect on his legacy of service and on our friendship.