they want a full and independent investigation. They want to know the truth, so that in the future, such tragedies are minimized and responded to with speed, skill, and experience.

Mr. LEVIN. Mr. Speaker, this is a very important debate for our country. I cannot imagine anything more important to the American people than an independent investigation of why the response to Hurricane Katrina fell so short of expectations. We need a full accounting of what went wrong at all levels of government so such failures don't happen again.

I support the appointment of a non-partisan, independent commission—modeled after the successful 9/11 Commission—to investigate the response to Hurricane Katrina. An independent commission is the only way to get to the bottom of this. The commission would look into every aspect of the preparation and response to Hurricane Katrina, and let the chips fall where they may. The American people have made it clear this is what they want as well. A new Washington Post/ABC poll found that 76 percent of the public supports the creation of an independent commission. The Leadership of the House badly misreads the public mood when it disregards the clear wishes of the American people for a non-partisan investigation. We need to look at our government's weaknesses and correct them.

I oppose the straightjacket procedure under which the House is considering this legislation. The Majority calls this a ''Select Bipartisan Committee,'' but the legislation was drafted behind closed doors with no input from Democrats. This is bipartisanship? The Leadership of the House will not even allow Democrats the opportunity to offer a substitute and have a straight up-or-down vote on it. Is the Majority's position so weak that it cannot withstand a debate?

I don't think the American people are going to have much patience for partisanship on this issue. They want answers and a measure of public accountability, not a partisan whitewash. There are hard questions to be asked about the slow, disorganized, and woefully inadequate response to a natural disaster that left a major U.S. city uninhabitable.

The proposal before the House calls for a House investigation that would be completely controlled by the Republican party. Republicans would outnumber Democrats on the Committee 11 to 9. There would be no bipartisan subpoena power. With all due respect, this would be an investigation in name only. It would have no credibility with the American people. You can't have a comprehensive and fair investigation when the people controlling that investigation have a vested interest in the outcome.

I urge the House to reject this unfair procedure and reject the very partisan investigation it seeks to establish.

Mr. STARK. Mr. Speaker, I rise in strong opposition to H. Res. 437, which would establish a partisan committee to investigate the Hurricane Katrina preparation and response. I agree with the vast majority of the American people, who favor an independent commission of experts similar to the 9/11 Commission.

Perhaps the American people, like me, are skeptical of the investigative integrity of the Republican Majority. After all, these are the same people who took more than 140 hours of testimony to investigate whether the Clinton White House misused its holiday card database but less than five hours of testimony about prisoner abuse in Iraq. The Downing Street Memo has sent shockwaves through the world and confirmed our worst fears about the Iraq war sham, but mum's the word from Republicans in Congress. You also won't find a single committee hearing about Valerie Plame, no-bid Halliburton contracts, or U.S. citizens being imprisoned without a trial.

However, now they say that we should trust them to do a thorough investigation and not hide any damaging evidence regarding the woefully inadequate response to Katrina. Given their history, I think the American people deserve better than an empty promise. It is an insult to the thousands of dead, the victims of rape at the Convention Center, the people who waited five days for buses that never came and so many others who suffered needlessly, to suggest that one year before an election, this Republican Congress is going to pursue indictments not only of their President, but of themselves.

After all, the senior Members of Congress who would populate this Committee are the same ones who advocated moving FEMA into the Homeland Security Department, zealously pursued the downsizing of disaster prevention and response programs, starved wetlands restoration and Army Corps of Engineers funding, and presided over rising poverty rates that make Americans all the more vulnerable.

These foxes have already systematically dismantled the henhouse, sat idly by while the hens suffered, and now want to appoint a committee of foxes to find out what went wrong. I vote no on this ridiculous proposal.

Mr. DREIER. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. SIMPSON). Pursuant to House Resolution 439, the resolution is considered read and the previous question is ordered.

The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. DREIER. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. The gentleman from California (Mr. DREIER) was on his feet.

Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

## FURTHER MESSAGE FROM THE SENATE

A further message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate has passed with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 3649. An act to ensure funding for sportfishing and boating safety programs funded out of the Highway Trust Fund through the end of fiscal year 2005, and for other purposes.

## COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2005

The SPEAKER pro tempore (Mr. TERRY). Pursuant to House Resolution 440 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 889.

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IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 889) to authorize appropriations for the Coast Guard for fiscal year 2006, to make technical corrections to various laws administered by the Coast Guard, and for other purposes, with Mr. SIMPSON in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 30 minutes.

The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Chairman, I yield myself such time as I may consume.

H.R. 889, the Coast Guard and Maritime Transportation Act of 2005, authorizes funding levels for the Coast Guard in fiscal year 2006 and makes several changes to current law related to the Coast Guard and to the maritime transportation system.

This bill is the result of a bipartisan effort; and I greatly appreciate the efforts of the bill's original co-sponsors, the gentleman from New Jersey (Mr. LOBIONDO), the subcommittee chairman; the gentleman from Minnesota (Mr. OBERSTAR), the full committee ranking member; and the gentleman from California (Mr. FILNER), the subcommittee ranking member.

This bill provides the Coast Guard with the necessary resources and authorities to protect the safety and security of lives and property on U.S. waters.

H.R. 889 authorizes a funding level of nearly $8.7 billion for the Coast Guard for fiscal year 2006. This authorization level includes an amount of $1.6 billion to accelerate the delivery of new vessels and aircraft as part of the deepwater program. The Coast Guard's legacy fleet is deteriorating at an unacceptable rate, endangering the safety of the Coast Guardsmen on board and the general public.

We must provide the Coast Guard with these new assets, and I urge my colleagues to support full funding for this program this year and in future years.

As this body's only licensed mariner and the representative of the State that includes more than half of this Nation's coastline, I recognize the importance of making certain that the Coast Guard has the tools necessary to carry out its many and varied missions.

Earlier this year, the Coast Guard responded to a major oil spill in my