

and consummate public servant, thoroughly understanding that the very essence of good governance was problem-solving and that as an elected official he was entrusted with a responsibility to work across the aisle to accomplish the business of the Nation.

In fact, all one has to do is look to his signature piece of legislation, the Gramm-Rudman-Hollings Balanced Budget Act, to witness that fact. This bipartisan piece of legislation brought under control the Nation's ballooning deficits and directly contributed to the economic prosperity and growth that is so fondly associated with the 1990s. In that light, we can look to Warren with grateful eyes because in bringing to bear his credibility, his intellect, and his experience, he pursued a course that was not necessarily expedient but that was ultimately right. A longtime fiscal visionary, he was a leader whose voice we should heed today.

But that spirit of integrity, decency, and honor was a mainstay of Warren's character, and those principles were ingrained into the unwavering set of beliefs which remained with him throughout his lifetime. They guided him during the Keating 5 investigation, informed him during the Iran-Contra deliberations, and inspired him in seeing through the Supreme Court nomination of his good friend from New Hampshire and exceptional jurist, Supreme Court Justice David Souter. Indeed, they were the ever-present and indispensable tenets that both firmly grounded him in his Granite State roots while also spurring him to the legislative heights that became the capstones of his landmark tenure in public service.

That is why I will forever admire Warren's passionate, unvarnished, and classic straightforward approach, which helped build consensus throughout his time in the U.S. Senate and which served the country so well. While I missed serving with him in the Senate by 1 year, I had the privilege of working with him on bicameral basis as a Member of the U.S. House of Representatives, and during that time and through those experiences, my husband Jock and I were fortunate enough to become friends with Warren. In fact, he had a tremendous affection for Maine, owning a home on beautiful Bailey Island and while we know his heart forever belongs to New Hampshire, we are still proud to consider him an honorary Mainer.

Undoubtedly, though, Warren was a man ahead of his time. From championing the watershed legislation which reduced our deficit, to helping found the bipartisan Concord Coalition, which offers serious solutions for our Nation's significant fiscal challenges, Warren's is a legacy that Jock and I are proud to carry forward by serving on the board of advisors at University of New Hampshire's Warren B. Rudman Center for Justice, Leadership, and Public Policy. And as students across the country continue to learn about

Senator Rudman, we take great pride in knowing that history will remember him as a statesman of the highest caliber who served America and his beloved New Hampshire with unsurpassed distinction.

PROTECT OUR KIDS ACT OF 2012

Mr. KERRY. Mr. President, each year more than 6 million children in the United States are reported as victims of child abuse and neglect. Tragically, more than 1,500 of those children lose their lives most under the age of four. Many of these deaths are preventable and we must fight for those who are too young to defend and speak for themselves.

The United States currently does not have a comprehensive strategy to address child abuse fatalities, or a national standard for classification and reporting of those deaths. This leaves many child abuse fatalities to be underreported, which becomes an additional hindrance in addressing the root causes.

I am pleased to work with Senate Finance Committee Chairman BAUCUS, Senator COLLINS, and a number of advocacy and child welfare experts to introduce the Protect Our Kids Act of 2012. This legislation will establish the Commission to Eliminate Child Abuse and Neglect Fatalities.

The commission will be comprised of a variety of professionals with diverse experience and perspectives. They will be charged with developing a national strategy for reducing child abuse and neglect fatalities, and provide comprehensive recommendations for all levels of government. It will analyze the effectiveness of existing programs designed to prevent or identify maltreatment deaths and learn more about what works and what doesn't. Child abuse fatalities are a national crisis that requires a collective solution. Once the commission completes their work any relevant agency will report to Congress regarding their response to the commission recommendations.

The loss of just one child to abuse is one child too many. I appreciate the work of a number of organizations that have been integral to the development of the legislation and have endorsed it, including the National Coalition to End Child Abuse Deaths, whose members include the National Association of Social Workers, NASW; the National Center for the Review and Prevention of Child Deaths, NCRPCD, National Children's Alliance, NCA; Every Child Matters Education Fund, ECMEF; and the National District Attorney's Association (NDAA).

I look forward to our continued progress in developing a more effective approach to improving child welfare. I thank Chairman BAUCUS and Senator COLLINS for their leadership on this important issue and I ask all of my colleagues to support this important bipartisan legislation.

COAST GUARD AND MARITIME TRANSPORTATION ACT

Mr. VITTER. Mr. President, I rise in support of H.R. 2838, Coast Guard and Maritime Transportation Act of 2012, which we sent to the President late last week. This important bill provides authorization for all of the programs and missions of the United States Coast Guard, along with provisions important to the maritime industry.

One important provision in the bill addresses the tonnage situation of the vessel *Aqueos Acadian*. The system of tonnage measurement, though arcane and complicated, is vital to the operation and economics of any vessel. In the case of the *Aqueos Acadian*, its original configuration in 1973 was certified in Coast Guard documentation to be 274 gross registered tons, GRT, which is the official domestic tonnage measurement. Later, the vessel had an addition of a closed-in shelter deck, which increased its domestic tonnage, as well as its international tonnage, which is measured differently than domestic tonnage under the International Tonnage Convention, ITC, rules. Later still, the modifications that increased the tonnage measurements were removed, and the vessel's official documents were issued by the Coast Guard and ABS to reflect that its GRT had been reduced to 275, almost exactly the original tonnage.

Vessels with greater than 300 GRT have safety and manning requirements much more complicated than vessels at or below 300 GRT. At the time of the certification of the down-sizing modifications, the ITC tonnage was not reduced because the Coast Guard's ability to reduce international tonnage administratively is either extremely arcane or non-existent—even if the vessel's tonnage has in fact been reduced.

When *Aqueos Corporation* in Louisiana purchased the vessel, its official documents reflected that the GRT had been reduced to below 300 GRT. Relying on those Coast Guard and ABS issued documents, the company sought Coast Guard administrative help to reduce the international tonnage commensurate with the GRT. The Coast Guard bill includes language that allows the company to keep operating the vessel under its current documentation and allows time to complete the tonnage-reducing modifications that were not done by the previous owners of the vessel but that the Coast Guard has said must be done. Unfortunately, the ITC tonnage reduction remains incomplete. The provision does not restore the vessel's ITC tonnage to that of the GRT. This second step would afford to the vessel the same result that other vessels in the *Aqueos Acadian's* class have, through a previous legislative grandfather provision, that allows those vessels' GRT and ITC tonnage to be the same. This second step would not give the vessel a competitive advantage relative to other vessels in the *Acadian's* class; rather, without it the company is at a competitive disadvantage with those other