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Chapter of Delta Sigma Theta Sorority, Inc. will celebrate 50 years of Public Service to the Brooklyn, New York Community. The achievements of this volunteer organization deserve recognition from the wider “Caring Majority” community.

In observing its 50th Anniversary, the Brooklyn Chapter will celebrate a history that began with it’s charter in November, 1949 as the Delta Gamma Sigma Chapter of Delta Sigma Theta Sorority. The first meeting was called by the late Soror Catherine Alexander. Other sorors in attendance were Pearl Butler Fulcher, Ann Fultz, Dorothy Funn, Rhoda Green, Mary Hairston, Willie Rivers, Vennie Howard, Llewelyn Lawrence, Ameida Lee, Agnes Levy, Fannie Mary, Dorothy Paige, Olive Robinson, Ruth Scott, Gwendolyn Simpson, Carrie Smith, Helen Snead, Frances Van Dunk, and Edith Mott Young.

These twenty dedicated and committed sorors set out to organize programs to enhance the education and cultural life in the Brooklyn Community. As the years passed, the chapter membership grew as more and more sorors in the area began to take notice of the contributions being made by the Brooklyn Chapters. Today the chapter is comprised of over 200 women dedicated to fulfilling the aims of Delta’s National Five Point Program. The activities of these dedicated women provide immediate benefits for local constituents. The example set by the Brooklyn Alumnae Chapter of Delta Sigma Theta Sorority, Inc. should be viewed as a “POINT-OF-LIGHT” for all Americans.

TRIBUTE TO BRIAN LANCE GUTLIEB

HON. ANTHONY D. WEINER
OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES
Tuesday, November 16, 1999

Mr. WEINER. Mr. Speaker, I rise today to recognize an upstanding member of our community who is being recognized by the Brighton-Atlantic Unit #1672 of B’nai Brith on the occasion of its 1999 Youth Services Award Breakfast.

Brian Lance Gottlieb has earned a well-deserved reputation as a tireless fighter on behalf of the youth in our community, and is rightfully honored for his achievements by B’nai Brith on this special occasion.

Gottlieb, who serves as the liaison to Intermediate School 303 and Public Schools 90, 100, 209 and 253, is currently working on different ways to protect our community’s children. As a member of the District 21 School Board, he has initiated the process of identifying unsafe streets throughout District 21 to ensure the safety of all pedestrians. And, throughout this school year, Gottlieb will be hosting a series of Child Safety Programs that will provide parents with free copies of their children’s fingerprints along with Polaroid pictures to present to law enforcement personnel in the event of an emergency.

Further, as my Deputy Chief of Staff, Brian Lance Gottlieb has served as my liaison to the Board of Education and School Construction Authority for the last three years. In addition, he is primarily responsible for the intake and resolution of constituent concerns in my Community Office located in the Sheepshead Bay section of Brooklyn.

Gottlieb, who credits his late mother, Myrna, with teaching him the importance of helping others and being active in the community, created the highly successful organization Shorefront Toys for Tots in 1995. Founded in his mother’s memory, Shorefront Toys for Tots has helped bring Chanukah cheer to more than 7,500 underprivileged children in the Shorefront community.

As a student at the Rabbi Harry Halpern Day School and its Talmud Torah High School division, Gottlieb packed and delivered Passover packages to aid needy senior citizens. Gottlieb strengthened his bond with the Jewish community as an undergraduate and graduate student through his involvement with the Jewish Culture Foundation at New York University and B’nai Brith Hillel at the University of Florida, where he served as a Reporter for the Jewish Student News.

Gottlieb is a member of Community Board 13 and serves on its Education and Library and Youth Services committees. He also serves his neighbors as a member of the Board of Directors in Section 4 of Trump Village and as an Executive Board member of the 60th Precinct Community Council.

Mr. Speaker, I applaud the members of Brighton-Atlantic Unit #1672 of B’nai Brith for recognizing the achievements of Brian Lance Gottlieb, a tireless worker for the people of Brooklyn and Queens.

INTRODUCTION OF DICKINSON DAM BASCULE GATES SETTLEMENT ACT

HON. EARL POMEROY
OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES
Tuesday, November 16, 1999

Mr. POMEROY. Mr. Speaker, I rise today to introduce the Dickinson Dam Bascule Gates Settlement Act to bring closure to a longstanding issue between the city of Dickinson, North Dakota and the Bureau of Reclamation. The legislation would permit the Secretary of the Interior to accept a one-time lump sum payment of $300,000 from the city of Dickinson in lieu of annual payments required under the city’s existing repayment contract for the construction of the bascule gates on the Dickinson Dam.

In 1950, a dam was constructed on the Heart River in North Dakota to provide a supply of water to the city of Dickinson. However, by the 1970’s, the need for additional water in the area was identified. Early in the 1980s the bascule gates were constructed as a Bureau of Reclamation project to provide additional water storage capacity in Lake Patterson, the reservoir created by the Dickinson Dam. At the time, the city expressed concern about the cost and viability of the gates. Prior to the placement of the gates in North Dakota, no testing on the gates had been conducted at any location in a northern climate. Unfortunately, this significant oversight proved fatal for the gates. In 1982, shortly after the start of
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November 17, 1999

The All American Cruise Act is designed to bring this industry back to our shores through tax parity desperately needed to encourage our domestic companies. My legislation, among other recommended changes, would implement the following: tax credits to U.S. builders of cruise ships of 20,000 gross tons and greater; U.S. cruise ship owners will be exempt from paying U.S. corporate income tax; cruise ship owners will be able to depreciate their ships over a five-year period rather than the current 10-year period; the current $2,500 business tax deduction limit for a convention on a cruise ship would be repealed to give the same unlimited tax deductions for business conventions held at shore-side hotels; and a 20 percent tax credit will be granted to U.S. companies which operate ships using environmentally clean burning engines manufactured in the United States.

While some of these tax provisions may at first glance seem costly to the U.S. Treasury, it should be noted that, since cruise ships are not presently built domestically nor operated as U.S. companies, current tax revenues will not be impacted. In fact, when this bill is passed, hundreds of thousands of high technology and high skill manufacturing jobs will be created. Although my bill has not yet been scored by the Joint Tax Committee or the Congressional Budget Office, I am confident that it will actually contribute to the U.S. Treasury as well as to the U.S. manufacturing base.

In addition, the All American Cruise Act has national security implications. At this time there are only six private-sector shipyards in the United States. These shipyards are located in California, Connecticut and Rhode Island, Louisiana, Maine, Mississippi, and Virginia. Taking legislative action to ensure a robust domestic shipbuilding industry will ensure that U.S. taxpayers have access to competitive prices, technology, and a ready supply of ships and labor in time of conflict. A recent Congressional Research Service Report (RL 32511) noted that defense acquisition can generate benefits for the government and taxpayers by restraining acquisition costs, improving product quality, encouraging adherence to scheduled delivery dates, and promoting innovation. Further, “achieving effective competition in Navy ship construction has become more difficult in recent years due to the relatively low rate of Navy ship procurements.” It is in our best interest as a nation to do all we can to ensure that there is a viable and productive United States shipbuilding industry that will meet our national security, cargo and recreational needs long into the future.

The All American Cruise Act will also stimulate revenue for our nation’s ports. With U.S. built and operated cruise ships in operation, American cruise lines will be able to dock at more than one U.S. port per trip. This will ultimately benefit both passengers and local ports.

It is also important to emphasize that ships built in the United States and operated by American companies adhering to American, labor, and environmental standards, unlike ships that are neither built nor operated to America’s high safety standards. Our citizens deserve better. My bill will give American tourists the safety they deserve when vacationing at sea.

The All American Cruise Act is supported by both industry and labor. In fact, I am submitting letters in support of this legislation from the following organizations: the American Shipbuilding Association, the International Brotherhood of Boilermakers, Iron Ship Builders, Foremen and Helpers, the American Maritime Officers, and the American Maritime Officers Service.

I urge all of my colleagues to join me in sponsoring this legislation. Throughout our history, seafaring vessels have played a critical role in our military, cargo movement and entertainment. The time has come to bring the cruise industry back to America’s shores. Support the All American Cruise Act of 1999.

AMERICAN SHIPBUILDING ASSOCIATION

November 9, 1999.

HON. DUNCAN HUNTER, Rayburn House Office Building, Washington, DC.

DEAR CONGRESSMAN HUNTER: On behalf of the shipbuilding industry, the American Shipbuilding Association (ASA) would like to express to you its strong support of your legislation, entitled the “All American Cruise Act of 1999.” This bill will provide American shipbuilders, owners, and crewers with tax parity with foreign builders and owners of cruise ships that operate almost exclusively from U.S. ports and derive over 90 percent of their income from U.S. citizens.

As you have recognized, American shipbuilders, ship owners, and crews have been placed at a severe competitive disadvantage in the American cruise ship market because of the current tax code that rewards companies which build and register their ships in foreign countries while penalizing American companies who wish to build and register their ships in the United States. For example, the 120 cruise ships that serve the North American market depart U.S. ports with vacation tours bought by U.S. citizens. These ships, however, are built in foreign countries where governments provide tax credits and other assistance that equates to as much as a 50 percent reduction in the price of these ships.

The ships in turn are operated by crews that register them in foreign countries to avoid U.S. corporate income tax. By building and operating these ships foreign, these companies avoid America’s high labor, and safety standards in the construction and operation of their ships, and jeopardize the lives of American tourists.

Some in Congress would propose that the United States just surrender the U.S. cruise ship market to these foreign entities by repealing the American Passenger Vessel Services Act, which requires ships carrying passengers between two U.S. ports to be U.S.-built, owned, and crewed. Our industry believes there is a better way—ones which would create an All American industry built by Americans for Americans. Your legislation would retain U.S. high safety standards in the construction and operation of cruise ships, while providing American builders and owners tax parity with foreign builders and owners of cruise ships that operate from U.S. shores.

Your bill would create hundreds of thousands of high technology, high skilled manufacturing and seagoing jobs for Americans; strengthen the American defense shipbuilding industrial base; and ignite a powerful engine that would propel all segments of the U.S. economy toward growth and prosperity into the 21st Century. Furthermore, American tourists would be assured...