

new leadership in Washington that will restore American strength and keep the American people safe.

RECOGNIZING THE USS "PITTSBURGH"

Mr. TOOMEY. Mr. President, I wish to honor the skilled, brave, and determined sailors who served aboard the USS *Pittsburgh*.

The third of four naval vessels named after the Steel City, the USS *Pittsburgh* was a Baltimore-class heavy cruiser that served 6 months in the Pacific theatre during World War II. In that short time, the cruiser earned two battle stars. However, her greatest accomplishment was assisting in the rescue of the crew of a disabled ship in enemy waters.

In March 1945, Japanese bombers began an air raid on a task force assigned to the U.S. 5th Fleet. This attack severely damaged the aircraft carrier USS *Franklin* and set it ablaze. The USS *Franklin* lost 725 crew members, with another 264 injured in the bombing, and it was left stranded in the water just 50 miles from the Japanese coast. The USS *Pittsburgh* quickly came to the rescue, saving 34 men from the water. Along with another ship, a light cruiser, the USS *Santa Fe*, the USS *Pittsburgh* was able to tow the carrier to safety while fighting off enemy attacks.

The crew of the USS *Franklin* was highly decorated for their bravery during the fight, but the crew of the USS *Pittsburgh* has never received any honors for their bravery. Today I rise to recognize and honor the crew of the USS *Pittsburgh* for their heroism and bravery displayed rendering aid and assistance to the USS *Franklin* on March 19, 1945.

Along with this heroic action, the USS *Pittsburgh* faced another big fight against a different kind of enemy: Mother Nature. On June 5, 1945, the ship encountered a typhoon and suffered extensive damage, including loss of its bow, but was kept afloat because of her skilled crewmembers' damage control efforts. The USS *Pittsburgh's* captain maneuvered the boat entirely by cleverly manipulating the ship's engines until the storm subsided, returning to Guam a few days later.

I would especially like to recognize three veterans of the USS *Pittsburgh* who are still living in southwestern Pennsylvania. Their names are: Robert McKnight, seaman 1st class, of Connelville, Fayette County; George Jock, seaman 1st class, of Somerset, Somerset County; and Paul Gaudi, seaman 1st class, of Jeanette, Westmoreland County.

I thank them and their fellow USS *Pittsburgh* crew members for their valiant heroism and service to our country. I ask unanimous consent that the additional information that was obtained with the help of the Congressional Research Service and National Archives be printed in the RECORD.

Lastly, I appreciate having the opportunity to provide my remarks about the USS *Pittsburgh* and its crew's unique and extraordinary contributions to our Nation's history in World War II. It is an honor to serve in the U.S. Senate on behalf of the great city for which this cruiser was named and represent those veterans who served aboard her.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

On the morning of 19 March, 1945, while a part of Fast Carrier Task Group 58.2, the U.S.S. PITTSBURGH was ordered by Commander Cruiser Division TEN to "Proceed to FRANKLIN and render all possible assistance".

The PITTSBURGH cleared the formation and proceeded at 30 knots to the vicinity of the burning carrier FRANKLIN, which had been severely damaged, both by a Japanese bomb and by the following internal explosions and fires which were still raging.

After picking up 34 of her men from the water during the approach, the carrier was taken in tow at 1402, 19 March, in position Latitude 30°-10' N., Longitude 133°-50, E., 57 miles southeast of the southern tip of Shikoku, Japan; and towed for 22½ hours away from the coast of Japan in southwest, southeasterly and south directions, a distance of approximately 120 miles, until the FRANKLIN could proceed under her own power.

At the commencement of the towing operation the FRANKLIN had a list to starboard of about 15°; had no power, or steering control, and her rudder was jammed right 3°. The list of the carrier away from the wind, which was blowing from an easterly direction, caused her to sail up into the wind, making towing on southerly courses most difficult and prohibiting steering a given course away from Japan for any continuous length of time.

At 1550 our speed by pitometer log was 6¼ knots, however speed varied from 1½ knots to 8 knots.

At about 2300 the FRANKLIN's starboard list was corrected and became about 5° to port. With the change in list to port, the sail area of the carrier was reduced and it was possible to keep a steady course of 155° (T) and maintain a fairly constant speed between 6 and 7 knots.

At 0245, 20 March, the FRANKLIN began to turn over her engines, and by 0400 she was making turns for 4.5 knots, and we were making 7.5 knots through the water.

At 0930, the FRANKLIN gained steering control, and towing speed was gradually increased to 13.7 knots with the FRANKLIN engines assisting.

At 1233, in position 160 miles from Shikoku (Latitude 30°-14.5 N., Longitude 134°-23.2 E.) the tow was cast off and the FRANKLIN proceeded under her own power.

The PITTSBURGH assisted in repelling two air attacks during the towing operation. The first attack occurred while in process of passing the tow wire, and the second attack after the carrier had been taken in tow. Neither attack was successful, and two Japanese planes were shot down by Combat Air Patrol.

The FRANKLIN is of about 27,000 tons displacement, and so far as I know this is the first large carrier to be towed any from the scene of action to safety.

No damage was suffered by this vessel during the towing operation.

Sufficient praise cannot be given the commanding officer of the FRANKLIN and his heroic rescue crew, who, in spite of all odds, fought fires, repaired machinery and righted

the heavy initial list. The cooperation of the FRANKLIN was complete, and made bringing her to safety possible.

The SANTA FE went alongside the FRANKLIN, transferred personnel, and assisted in line handling while ammunition was exploding and fires were raging. The destroyer MILLER (DE535), likewise, repeatedly and with great courage went alongside the FRANKLIN and under her stern to put down fires and cool her bulkhead with water.

ADDITIONAL STATEMENTS

TRIBUTE TO PETE GARDZINA

• Mr. DAINES. Mr. President, I wish to recognize Pete Gardzina. Pete is the transition assistance adviser for the Montana National Guard and an honorable representation of the passion and service we honor in Montana.

Pete aids in the readjustment of our veterans after they return from their deployment. This form of outreach not only touches the lives of Montana's service men and women, but the families they are returning to. He works alongside the Veterans' Affairs Committee and community organizations to build a network of support for returned veterans. This network offers continued support for those who fought for us and the freedoms we take for granted every day.

Pete has helped improve the lives of multiple veterans by ensuring that, when they return, they are well taken care of, are quickly connected to the right people, and are supported throughout their adjustment back into civilian life.

I am so grateful to have someone in our community with such passion for serving Montana's servicemembers and veterans. On behalf of the many veterans Pete has helped and their families, it is my honor to recognize his service. I am truly grateful to have someone in Montana fighting for those who fought for us.●

TRIBUTE TO GRADY TARBUTTON

• Mr. HELLER. Mr. President, today I wish to congratulate Grady Tarbutton on his retirement after over 8 years of service to Washoe County Senior Services. It gives me great pleasure to recognize his years of hard work and dedication to this important community in northern Nevada.

Mr. Tarbutton first began his career working to aid seniors at the Washington County Department of Disability, Aging, and Veterans' Services in Oregon, as the senior program coordinator. In 2005, he moved to Portland, OR, and served as the community services manager for Multnomah County Aging and Disability Services. He began his tenure as director for Washoe County Senior Services in November of 2007, sacrificing countless hours to build the department and offer an array of key resources to our senior community. His commitment to our seniors stands as a shining example of