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NAVY LEAGUE

MADRID COUNCIL



Eduardo
Aguirre Jr.

U.S. Ambassador to Spain and Andorra

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President's Message



NL President Thomas B. Denegre III, grew up in the Navy as the son of a now retired Captain. He attended the University of Virginia with a NROTC scholarship graduating with a commission as an Ensign in 1966, and a degree in International Relations. He was on active duty in Submarine Service for four years and five years in Naval Reserve. Mr. Denegre left the Navy having attained the rank of Lieutenant Commander. Since 1970 he has been in private business. In Madrid he owns and runs Rental Spain, S.L.

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It is with great pleasure and no small amount of trepidation that I take the helm as your new President. Both James Francés and Joan Eischen have consistently raised the bar for those that follow, and our Council is all the better for it.

Since joining the Navy League five years ago I have seen us go through a bit of a wrenching as we struggled to find a new “rumbo”, and define just what we wanted from our Madrid Council.

Joan’s call for more **Volunteers** as committee heads or Board members is still very appropriate. I would hope you all agree that 2005 to date has delighted us with speakers of the highest caliber that we have seen in quite a while. Your suggestions for prospective speakers in order to maintain this high standard, are needed.

Membership Membership Membership
Bringing interesting speakers, our own wish to meet and come to know better those with common interests (dare I say “business?”) are key elements to adding new members. But more importantly is your introduction of new prospects. Since you know who they are, help us contact them, or bring them as first time guests. Prospective members always can attend the dinners at no charge so all you need to do is extend an invitation to them.

Your corporation’s **Sponsorship and Advertising** in the newly revamped **Navy League Magazine**, and in the **Council Directory**, are the primary means by which we can provide you and your company with greater exposure and help cement ties with the Spanish Armada. I have never met anyone who was blasé about becoming a member after attending our Gala Ball where we had an America’s Cup Yacht full of the “top ranking Admirals and Generals”; or, the only slightly less formal gathering at our May Cocktail Par-

ty. We are still thanking the Embassy’s DCM, Bob Manzanares and his wife, Marveen for the wonderful evening at their extraordinary garden this year.

We have just returned from the graduating ceremonies at the Spanish Naval Academy in Marín. This year’s recipient of the Navy League award to visit Annapolis and the Norfolk Naval Operations is Cadet Rafael Arias Ocejó who is first in his graduating class. He received his diploma from HRH Prince of Asturias and Scott, Eva and I were there to present him with the Navy League’s ceremonial sword. In September, members of your Board visited Menorca to pay tribute to Admiral David Farragut’s statue and the American sailors’ cemetery. New members should know that the statue was erected by the Madrid Council in 1970.

Please join us in our continuing endeavor to make our Madrid Council an ever more important activity in our business and social agendas. If we all pull together we will definitely arrive at the port of our choice.

Thank you, again.
With best regards

Thomas B. Denegre III

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Ambassador Eduardo Aguirre Jr.

UNITED STATES AMBASSADOR TO SPAIN AND ANDORRA

By C. Dillon

HE. Ambassador Eduardo Aguirre Jr. recently arrived in Madrid as the newly appointed Ambassador of the United States to the Kingdom of Spain and the Principality of Andorra. He presented his credentials to His Majesty King Juan Carlos I of Spain on June 29th, 2005.

At NL President Thomas Denegre's invitation, Ambassador Aguirre generously agreed to share with us his experiences for the inaugural issue of the updated and redesigned Navy League magazine. He and his wife María Teresa (née Peralta) cordially received the author at their residence on August 2nd, 2005.

For Ambassador Aguirre, the United States, "a nation of immigrants and with a history shaped by the phenomenon of immigration," welcomed both him and his wife María Teresa as youngsters from their native Cuba. In his own words, "he was helped by the generosity of Catholic Charities, the American people and the United Way." He considers himself to be "eternally grateful to the United States for welcoming a 15 year old youngster who, removed from his native soil but with a good and solid childhood, had to adjust and adapt to the culture, weather, food and language" of a new country. Ambassador Aguirre considers education the "key to opportunity which helped [him] reach [his] full potential," which is demonstrated by his very rich and varied professional life. He first went to the state of Louisiana where he graduated from Louisiana State University in the 1960's with a Bachelor of Science degree. As recently as last year, his alma mater's College of Business Administration inducted him in its Hall of Distinction and the International Business Fraternity of Delta Sigma Pi awarded him its Lifetime Achievement Award. He is the recipient of Honorary Doctorate Degrees from the University of Houston, the Universidad de Santiago de los Caballeros, República Dominicana, and the University of Connecticut.



In gratitude for what he believes is America's "generous spirit" and an "example to follow" Ambassador Aguirre accepted then Governor George W. Bush's appointment to serve six years on the Board of Regents of the University of Houston System in Texas, two of which he served as Chairman. This volunteer appointment ensured that Ambassador Aguirre would provide direction to a four-university system and its approximately 50,000-student body. This exposure to academia, allowed him "to understand the peculiarities and importance of the environment for a youngster to blossom." In 2005 Ambassador Aguirre gave the commencement speech to the University of Connecticut Class of 2005. There he spoke of "the importance to serve others, to give back, to become responsible "-gate keepers-" who intercede on behalf of those who deserve a break or at times, a second chance." In fact Ambassador Aguirre was adamant that "what is important to remember is those who helped [us]...[they are] not always... people with big titles, but family, teachers, friends..." Emphatically, he told the graduating class that "one of the key elements that made all of this possible has been [my education], the

great equalizer, that cuts across ethnicity, sex, national origin, and socio-economic status."

Ambassador Aguirre spent most of his life in banking. He worked twenty-four years for the Bank of America, where he started out as a "teller" while attending





school, and retired from the bank as President of International Private Bank. An avid traveler to Latin America, Europe and Asia, Ambassador Aguirre's profession propelled him to be involved in extensive international work with multiple civic affiliations that allowed him to promote economic growth, international trade experience, and business opportunities for more than three decades. Recognized as an exemplary leader, his team was consistently acknowledged for excellence in customer and employee satisfaction. During his banking career he was known for a career of distinction and prominence in the field, and was singled out for three consecutive years as "one of the 100 most influential Hispanics in the nation" by Hispanic Business Magazine, and the Ambassador and the bank were featured in *Latino Success* published by Simon & Schuster in 1996.

Today, in his new position as President Bush's representative in Spain, the Ambassador believes that implementing "the customer-employee-shareholder satisfaction [formula] is important because it ultimately carries over to government..." The Ambassador's formula defines the customers as "the people we serve: the traveling American citizen who needs help, the Spanish citizen who needs document processing, or a US company selling its product [or service]. The employees, also very important, are the US citizens or the local workers who must have the opportunity to

About his Mission in Spain, the Ambassador could not have been more adamant in telling us that he was here "to advance the interests of the United States by working with a strong and valued ally." He will continue to foment "dialogue with King Juan Carlos I as Head of State and with the government of President Rodríguez Zapatero [and] to get to know and establish dialogue with the regional, business, and academic circles as well as the news media and the people of Spain." Ambassador Aguirre sees a "need to understand and serve the American community that lives in Spain and we will do all we can to serve those needs as well as continue being a friendly provider of consular and diplomatic services."

succeed with the proper training available and with autonomy and discretion [to make decisions]; the shareholders are the tax payers, the public sector, who are investing and want the organization to be managed effectively and efficiently." For Ambassador Aguirre, the Embassies of the United States not only represent the country but also should help promote the interest of freedom on an international scale as well as work to combat terrorism. He is convinced that he is in Madrid in order "to foster dialogue with the people of Spain" and recognizes as well his "responsibility to

Americans living here... an all-encompassing mission."

Ambassador Aguirre's federal government career began in 2001 when he was appointed by President Bush as acting chairman of the Export-Import Bank of the United States (www.exim.gov). Ex-Im Bank, as it is popularly known, is an independent U.S. government agency that helps finance the sale of U.S. exports primarily to emerging markets throughout the world by providing loans, guarantees, and export credit insurance. There he served as vice chairman and chief operating officer, guiding the Ex-Im Bank through a Congressional reauthorization and shaping the bank into a more customer service and results-oriented organization.

In 2003 the President appointed him as the first Director of the Bureau of Citizenship and Immigration Services of the Department of Homeland Security. Ambassador Aguirre was confirmed by a unanimous Senate vote. He likes to point out that while "all Americans are the product of the phenomenon of immigration" very few find themselves in relevant positions that deal with immigration issues. At this Department, which has a budget of \$1.800 billion, Ambassador Aguirre oversaw 15,000 employees who annually serve over 6,000,000 citizenship applications and he was instrumental in bringing to the Department innovation and technology to improve the process of the applications, customer service and national security. Ambassador Aguirre explained to us that the US naturalizes approximately 700,000 foreign nationals each year. Of the soldiers serving in the US military between 40,000 and 45,000 of them are non-citizens. After 9/11 President Bush with Congress' approval amended a law so that resident aliens, who were members of the military, could become US citizens outside the country for the first time in history. Before October 1st, 2004, these same resident aliens had to travel to the US to become citizens. Because the country was engaged in a war with terror it was difficult for the soldiers to abandon their posts and "pursue their interest in becoming citizens." Ambassador Aguirre reflects that one of the most poignant moments of his career was last October 2004 when he traveled to Bagram Air force Base in Afghanistan and to Camp Victory Baghdad in Iraq to swear in as citizens a host of soldiers in "combat and full battle gear." This was a special moment for the soldiers as well because, as

the Ambassador noted, “by becoming citizens, these soldiers could achieve anything they wanted, including promotions to officer rank.”

We asked the Ambassador about his relationship with President Bush and he candidly responded that it dates back to 1977 with former President George HW Bush and the actual President’s father. Ambassador Aguirre profoundly admires the elder Bush and considers him “an inspiration; his heroic qualities inspires me to achieve more.” Ambassador Aguirre served the former President as a volunteer in the President’s National Commission for Employment Policy. Over the years the relationship between the two men evolved into a more personal one once Ambassador Aguirre began serving under George W. Bush, first when he was Governor of Texas and later, when he became President of the United States.

The Ambassador and Mrs. Aguirre trace their roots to the Basque and Navarra regions respectively. Mrs. Aguirre, a retired elementary and junior high school teacher, is also an avid defender of education and plans to volunteer her time in this field and work with children. The Aguirres have two children: Eddie, the twenty-seven year old son, is a teacher in Houston and is in the process of getting his certification to teach and a daughter, Tessie, twenty-four, attends medical school at George Washington University in Washington, D.C.

In parting, we asked the Ambassador what his thoughts were about the news that the Spanish Ministry of Defense had awarded a €200 million contract to Lockheed Martin. “The relationship between Spain and the US military is solid, serving the interests of both countries. Minister Bono and Secretary Rumsfeld have a good, personal and business relationship. Spain has two bases, Morón and Rota, where they allow us to operate. I have visited both and know first-hand that US/Spain relations are extremely solid and cooperative. On the Navy side, Navantia is building submarines that will include the LM technology/missile platforms to make them more effective. The Pentagon has authorized the sale of the Tomahawk missiles to be operational on Spanish submarines. We are thankful for this business opportunity but most importantly we applaud the government and military for choosing such an outstanding and fine technology that will make a win-win-win situation for the US and Spain.”

Embajador Eduardo Aguirre Jr.

S.E. El embajador Eduardo Aguirre Jr. llegó recientemente a Madrid como el nuevo Embajador de los EEUU ante el Reino de España y el Principado de Andorra. Presentó sus credenciales a SM El Rey Juan Carlos I de España el 29 de Junio de 2005.

A raíz de una invitación cursada por Thomas Denegre, presidente de la NL, el Embajador Aguirre accedió generosamente a compartir sus experiencias con nosotros para el número inaugural de la renovada revista de la Navy League. Él y su mujer María Teresa Peralta cordialmente recibieron a la autora, en su residencia, el 2 de agosto de 2005.

Para el Embajador Aguirre, los EEUU, “una nación de inmigrantes y con una historia formada por el fenómeno de la inmigración” recibieron a él y a su mujer María Teresa como jóvenes de su Cuba natal. En sus propias palabras, “fué ayudado por la generosidad de caridades católicas, el pueblo americano y la United Way.” Se considera “eternamente agradecido a los EEUU por haber recibido a un joven de 15 años que, sustraído de su tierra natal pero con una niñez de formación buena y sólida, tuvo que ajustarse y adaptarse a la cultura, al clima, a la comida y a la lengua” de un nuevo país. El Embajador Aguirre considera la educación la “llave a la oportunidad que lo ayudó a alcanzar de lleno su potencialidad,” demostrada por su rica y variada vida profesional. Se trasladó primero al estado de Luisiana donde se graduó de la Universidad de Luisiana en los años 60 licenciándose en Ciencias. Tan recientemente como el año pasado, el Colegio de Administración de Empresas de su alma mater lo inductó en su “Cuadro de Distinción” y la Fraternidad Internacional de Negocios de Delta Sigma Pi lo premió por toda una “Vida de Logros” (Lifetime Achievement Award). También tiene títulos honorarios de Doctorados de las Universidad de Houston, de Connecticut y de la Universidad de Santiago de los Caballeros, (Rep. Dominicana).

En gratitud por lo que él cree es el “espíritu generoso” de América y un “ejemplo a seguir” el embajador Aguirre aceptó del entonces Gobernador George W. Bush la elección de servir seis años

en el Comité de Regentes del Sistema Universitario de Texas, durante dos de los cuales fue su presidente. Este servicio voluntario ayudó a el embajador Aguirre para que dirigiera el sistema de cuatro universidades con sus 50.000 estudiantes. Esta exposición a lo académico le permitió “comprender las peculiaridades y la importancia que tiene el entorno para el desarrollo de un joven”. En el 2005 el Embajador Aguirre dió el discurso de fin de año a la Clase de Graduación del 2005 de la Universidad de Connecticut. Allí habló de “la importancia de servir a otros, de devolver, de asumir responsabilidades- [de ser] “guardianes”- de interceder por otros que merecen ayuda o, a veces, una segunda oportunidad”. Para el embajador Aguirre “lo importante de recordar es a aquéllos que nos han ayudado...que no siempre son gentes con grandes títulos sino familiares, profesores, amigos...” Recalcó enfáticamente a los graduados que “un elemento clave que hizo todo esto posible, ha sido [mi educación], el gran igualador, que traspone las [barreras] étnicas, de género, de orígenes, y socio-económicas.”

El embajador Aguirre pasó mucha parte de su vida dedicado a la banca. Trabajó veinticuatro años para el Bank of America, donde empezó como “cajero” mientras iba al colegio y se retiró del mismo como Presidente de la Banca Privada Internacional. Un viajante incansable de América Latina, Europa y Asia, la profesión del embajador Aguirre lo llevó a participar en un gran trabajo internacional con múltiples afiliaciones cívicas que le permitieron promover el crecimiento económico, adquirir experiencia en el ámbito de comercio internacional, y oportunidades en los negocios, por más de tres décadas. Reconocido como un líder ejemplar, su grupo de trabajo fue consistentemente reconocido por la excelencia de las relaciones con el consumidor y el empleado. Durante su experiencia bancaria fue reconocido por una carrera de distinción y prominencia en el sector y fue distinguido por tres años consecutivos como uno de los “100 hispanos más influyentes en el país” por el Hispanic Business Magazine, y el embajador y el banco aparecieron en “Latino Success” (Éxito Latino), publicado por Simon & Schuster en 1996. ➔

→ Hoy, en su nueva posición como el representante del Presidente Bush en España, el embajador cree que “implementando la [fórmula] satisfacción del consumidor-empleado-accionista es importante porque trasciende al gobierno...” La fórmula del embajador define al consumidor como “la gente a la que servimos, el ciudadano americano que viaja y que necesita ayuda, el ciudadano español que necesita procesar su documentación o la compañía americana que necesita vender sus productos [o servicios]. Los empleados, también muy importantes, son los ciudadanos americanos, o los trabajadores locales, que deben tener la oportunidad para triunfar con entrenamiento adecuado y con autonomía y discreción [para tomar decisiones]; los accionistas son los pagadores de impuestos, el sector público, que invierten y que quieren una organización que sea manejada con efectividad y eficiencia.” Para el embajador Aguirre, las embajadas de los EE UU no sólo representan al país sino que deben ayudar a promover el interés por la libertad en una escala internacional y trabajar para combatir el terrorismo. Cree firmemente que está en Madrid para “promover el diálogo con el pueblo de España” y reconoce también su “responsabilidad para los americanos residentes aquí... una misión que incluye a todos.”

La carrera del embajador Aguirre con el gobierno federal empezó en el 2001 cuando fue nombrado por el Presidente Bush presidente en funciones del Banco Export-Import de los EEUU (www.exim.gov). El Ex-Im Bank, como se conoce popularmente, es una agencia gubernamental independiente que ayuda a financiar la venta de exportaciones de USA, primeramente a mercados emergentes en el mundo, dando garantías y créditos asegurados para las exportaciones. Allí fue vice presidente y jefe de operaciones, llegando a asesorar al Ex-Im Bank en una nueva autorización del Congreso y a estructurar al banco en una organización más orientada al servicio del consumidor y a los resultados.

En el 2003 el Presidente lo nombró como el primer Director de la Oficina de Servicios de Ciudadanía e Inmigración del Departamento de Homeland Security. El embajador Aguirre fué confirmado por voto unánime del Senado. Le gus-

ta señalar que, mientras “todos los americanos son el producto del fenómeno de inmigración” muy pocos se encuentran en posiciones relevantes que tengan que ver con cuestiones de inmigración. En este Departamento, que tiene un presupuesto de \$1.800 billones, el embajador Aguirre supervisó 15.000 empleados que anualmente servían 6.000.000 de solicitudes para obtener la ciudadanía y fué instrumental para traer al Departamento innovación y tecnología para mejorar el proceso de las solicitudes, el servicio al consumidor y la seguridad nacional. El embajador Aguirre nos explicó que los EEUU naturalizan, aproximadamente a 700.000 extranjeros cada año.

De los soldados que están sirviendo en las fuerzas armadas de los EE UU ente 40.000 y 50.000 no son ciudadanos americanos. Después del 9/11 el Presidente Bush, con la aprobación del Congreso enmendó una ley para que los residentes extranjeros que eran miembros de los cuerpos militares pudieran ser ciudadanos estadounidenses fuera del país, por primera vez en la historia. Anteriormente al 1 de octubre de 2004 estos mismos residentes extranjeros debían regresar a los EEUU para hacerse ciudadanos. Porque el país estaba ocupado en una guerra contra el terror era difícil para los soldados abandonar sus puestos para “seguir sus propios intereses de hacerse ciudadanos.” El embajador Aguirre reflexiona que unos de los momentos más emocionantes en su carrera fue el pasado Octubre 2004 cuando viajó a la base Bagram Airforce base en Afganistán y al Camp Victory Baghdad en Irak para tomarle el juramento de ciudadanía a un grupo de soldados “en combate y con uniforme completo de batalla.” Esto fue un momento especial, también para los soldados ,quienes como dijo el embajador, “al hacerse ciudadanos, estos soldados podrían ahora hacer lo que ellos quisieran, incluyendo el poder ser promovidos a rango de oficiales.”

Sobre su Misión en España, el Embajador no podía ser más rotundo en decirnos que está aquí para “avanzar los intereses de los Estados Unidos trabajando con un aliado fuerte y valioso.” Él continuará fomentando el “diálogo con el Rey Juan Carlos I como Jefe de Estado y con el gobierno del Presidente Rodríguez Zapatero [y] llegar a conocer y establecer un diálogo con los círculos

regionales, de negocios, académicos, y también con los medios de comunicación y las gentes de España.” El embajador Aguirre ve “una necesidad para entender y servir a la comunidad americana en España y nosotros haremos todo lo posible para servir esas necesidades y al mismo tiempo continuar siendo un proveedor amigable de servicios consulares y diplomáticos.”

Le preguntamos al embajador sobre su relación con el Presidente Bush y nos respondió cándidamente que se remonta al año 1977 con el anterior Presidente George HW Bush , padre del actual presidente. El embajador Aguirre admira profundamente al ex-presidente Bush y lo considera “una inspiración; sus cualidades heroicas me inspiran para realizar más”. El embajador Aguirre sirvió al antiguo Presidente como voluntario en la Comisión Nacional de Póliza de Empleo. A través de los años la relación entre los dos hombres evolucionó a un nivel más personal especialmente cuando el Embajador Aguirre comenzó a trabajar para George W. Bush, primero, cuando éste fue Gobernador de Texas, y después, cuando llegó a la Presidencia de EE UU.

El Embajador y la Sra. de Aguirre trazan sus raíces en las regiones vascas y navarras respectivamente. La Sra. de Aguirre, una maestra retirada de la primaria es, también, una gran defensora de la educación y tiene planes de hacer trabajo voluntario en éste área, y también con niños. Los Aguirres tienen dos hijos, Eddie, el varón de veintisiete años es un maestro en Houston y está en el proceso de conseguir su acreditación para enseñar, y una hija, Tessie, de veinticuatro años que está en el Colegio de Medicina de la Universidad de George Washington en el Distrito de Columbia.

Al partir, le preguntamos al Embajador que pensaba sobre la noticia que el Ministerio de Defensa español le hubiera dado un contrato de €200 millones a Lockheed Martin. “La relación entre España y los militares en EEUU es sólida, sirviendo a los intereses de los dos países. El Ministro Bono y el Secretario de Defensa Rumsfeld tienen una buena relación personal y de trabajo. España tiene bases, Morón y Rota, dónde nos permiten operar. He visitado ambas bases y (continúa en la página 29)

Almirante General Francisco Torrente Sánchez

DIRECTOR GENERAL DE POLÍTICA DE DEFENSA, MINISTERIO DE DEFENSA, ESPAÑA

By C. Dillon

No tengo recuerdos fuera de la Marina”, dice el Almirante General Francisco Torrente, hoy Director General de Política de Defensa en el Ministerio de Defensa. Tiene un gran despacho lleno de recuerdos, libros, galardones, fotos y un enorme mapa del mundo que cubre una de las paredes. Con orgullo me explica que proviene de una familia de marinos, (sus 3 hermanos y una hermana casada con un oficial de marina) aunque su padre fue abogado jurídico de la Armada y su madre licenciada en química en el año 1936. Siendo de Ferrol, una ciudad que, según el Almirante, ha estado vinculada a la marina desde hace 250 años, ingresa a los 16 años en la Escuela Naval en 1956 y en 1961 entra a formar parte de una “marina que estaba empezando tímidamente su modernización, por lo tanto una marina muy inferior a la que tenemos actualmente...”

De los 49 años de su asociación con la Armada, 17 de ellos se los pasó en la mar - una experiencia que le impulsa a decir, que.. “si tuviese que hacer una fotografía retrospectiva, los años de embarque fueron los más agradables y más profesionales de toda mi vida, culminando en los barcos que comandé. Los verdaderos problemas han venido en los destinos de tierra... porque las decisiones que se toman en los despachos afectan seriamente a las personas e instituciones por muchos años. Todos los oficiales estamos preparados para manejar los barcos y, por lo tanto, nos sentimos muy cómodos con lo que nos han enseñado. Cuando tomamos decisiones de carácter estratégico, político, militar, etc., a veces tenemos que encontrarnos, no con situaciones que uno tiene miedo, pero con lo que no se conoce, y cuáles serán las posibilidades de acertar. Espero que todos los que han sido mis jefes, compañeros, subordinados en estos 50 años hagan un balance favorable...” El Almirante, asiduo al “jogging”, todavía ve de vez en cuando al que fue su profesor de electrónica, un Almirante que debe rondar los 85 años y con



quien cambia impresiones y comenta temas de actualidad cuando practican el mismo deporte. “Es uno de mis magníficos profesores.”

Las relaciones con los americanos han marcado la historia de España”, explica al ser preguntado por las relaciones entre la US Navy y la Armada española. “Es una relación de unos 50 años establecida en la confianza mutua de las personas y desde el convencimiento de que lo que teníamos entre manos [era] beneficioso para las dos marinas, para los dos países, para la defensa de los EEUU y España.” Además cuenta cómo España en 1953, dos años antes de entrar a formar parte de las NU ya había firmado acuerdos con los EEUU demostrando así que, a veces, “las relaciones de defensa van por delante de las diplomáticas y los acuerdos con los americanos representaron la apertura de España al mundo exterior...”



¡En estos 50 años las relaciones han sido extraordinarias! Explica que casi todos los marinos han navegado en barco de construcción americana, como el TURIA, un dragaminas que él comandó, y “la fragata Baleares que, aunque construida en España su origen está en las americanas de Clase

Knox y se hizo con un apoyo grandísimo americano. Hoy en España se construyen las fragatas Aegis.” Y aquí interrumpe la conversación para mostrarme una foto, que le fuera enviada a su ordenador, de la fragata Álvaro de Bazán navegando en aguas del Pacífico haciendo maniobras con el grupo de combate del portaviones Roosevelt. (Para los que no están al tanto de las actividades de la marina me gustaría explicarles que, en la cena del 23 junio con el Almirante Natter, ret. del US Navy, éste, en

También, el reclutamiento de marinos es hoy más difícil al tener un ejército profesional. Para estar en el ejército se necesita tener vocación, dice al mencionar que la competencia en el mundo laboral para los jóvenes se acentúa cada vez más, las oportunidades que tienen en las empresas y las diferentes profesiones compiten con las ofertas de ejército y marinas. En un período de paz, prosperidad y tranquilidad, los jóvenes buscan horizontes diferentes que la llamada de la patria: el reclutamiento es

trabajando y haciendo su cometido, los industriales, los banqueros, los médicos etc., todos desempeñan un papel importante, quizás los militares más directamente al haber conexión entre defensa y seguridad...” A continuación menciona a su madre que murió con 92 años y recalca que nunca le hubiese permitido que se jactara de ser más patriota que ella por ser militar. “Como química de toda la vida era activa en la sociedad.”

A raíz de una conferencia sobre la OTAN organizada por la Asociación Atlántica Española en su charla el Almirante se refirió a una acotación del general norteamericano George Jowaln, jefe de las Fuerzas Aliadas en Europa durante la guerra de los Balcanes en los 90, que decía : “One mission. One Team. All together in. All together out.” Y entonces me explicó que no existe ninguna duda que lo importante a la hora de actuar es hacerlo con “solidaridad y cohesión.” Aquí se refiere expresamente al Artículo I, 41-7 de la Constitución Europea que reitera los compromisos de la OTAN.

Al preguntarle sobre sus relaciones personales con los marinos americanos me dijo que eran extraordinarias y que admira profundamente al Almirante Vernon Clark, ret., con quien coincidió en 5 o 6 ocasiones, “un líder y estratega que imprimió un cambio importante en la marina americana” y de quien recibió la condecoración “Commander of the American Legion of Merit, en virtud de un mérito que creo no merezco.” También se considera muy amigo de los Almirantes Natter (ret.) y Johnson.

Para terminar, con respecto al NL Madrid Council quise saber si él estaba de acuerdo con el pronunciamiento de un embajador de USA que dijo en 1970 al referirse al NL:

“...el mejor esfuerzo de relaciones públicas que yo alguna vez presencié...” Y entonces contestó que las “ligas navales unen a los pueblos. España es inexplicable sin la mar, ...hoy los americanos se proyectan por los mares...quizás porque en Madrid no tenemos percepción de condición marítima...pero las ligas navales ayudan a la comprensión, la relación de la NL con la Armada española es muy estrecha. Todos los años invita y paga al mejor graduado de la Academia Naval de Marín a un viaje a Annapolis y Norfolk. Yo he conocido a la Presidenta del US Navy League, Sheila M. McNeill, y también conozco la conexión del NL con el Embajador de USA.”



su disertación, dijo que la Armada española está construyendo fragatas más pequeñas pero con la capacidad para llevar el sistema Aegis-cruiser and destroyer -un sistema anti-misiles y anti-aviones- que son la envidia del US Navy. El sistema Aegis era antes llevado en destructores de unas 9000 toneladas, demasiado grandes y costosos y requiriendo mucho personal para la Armada española. Entre los años 1996 y 1997 deciden construir un barco de 6000 toneladas, más fácil para maniobrar, más barato y con menos personal).

Al igual que la marina estadounidense que está reduciendo el número de sus barcos (en la Segunda Guerra Mundial había 2000, hoy sólo unos 300), la marina española también se está reduciendo. Según el Almirante, “la marina de hoy está tecnológicamente avanzada teniendo calidad y no cantidad, la efectividad y la eficacia están en las marinas no muy grandes, para poder invertir en otros aspectos de la sociedad no asociados con la defensa.

difícil, y especial de cada país.” Para el Almirante la vida en la marina es mucho más dura y difícil que en otros ejércitos de tierra. “La vida en un destructor/portaviones resulta bastante [desafiante] para un soldado” Le pregunté acerca de los soldados a los que se los envía a un submarino y me explicó que, como los pilotos, pertenecen a “castas especiales”, y que los dos son trabajos voluntarios al ser misiones de alto riesgo.

Al preguntarle cómo se conjuga hoy en día en España el patriotismo con el deber, pues al ser un marino oficial tiene una grandísima responsabilidad: la defensa de su país o de una alianza, respondió que se considera “un hombre que ha dedicado toda su vida a la defensa de España.” Algo que lo hace sentirse “contento y orgulloso, y lo llena de sentido y satisfacción.” Y afirma que, así como él, piensa la inmensa mayoría de los españoles, “porque una nación no sólo se defiende con las armas sino en todos sus ámbitos, cada ciudadano

Admiral General Francisco Torrente Sánchez

I don't have any memories outside the Navy", says Admiral General Francisco Torrente Sánchez, today General Director for Defense Policy in the Ministry of Defense of Spain. He has a big office filled with souvenirs, books, awards, photographs, and a huge map of the world that covers one of the walls. With pride he tells me that he comes from a navy family (his three brothers, and a sister who is married to a navy officer) although his father was a lawyer for the Armada, and his mother obtained a degree in Chemistry in 1936. Being from Ferrol, a city that, according to the Admiral, has been linked to the Armada for at least 250 years, he enters, at 16 years of age, the Naval Academy in 1956 and in 1961 he joins a "navy that was timidly starting its modernization and was, therefore, a navy that was much more inferior to the one that we have nowadays"...

Of his 49 years of association with the Armada, 17 of them were spent at sea, -an experience that moves him to say, that... "if I had to do a retrospective photograph of the years on board, I must admit these were the most agreeable and most professional of my whole life, culminating with the ships I commanded. The real problems have come in posts ashore ...because the decisions that are taken in the offices seriously affect the persons and institutions for many years. All officers are prepared to command the ships and therefore we feel very comfortable with that which was taught to us. When we make decisions of a strategic, political, or military nature sometimes we find ourselves, not with situations where one is afraid, but with those that may have unknown results, and which force us to evaluate the possibilities of success. I hope that all those who have been my superiors, peers, and subordinates throughout these 50 years come up with a favorable balance." The Admiral, a "jogging" enthusiast, occasionally sees his "electronics" professor, a now retired Admiral who must be about 85 years of age, and with whom he shares impressions and comments on current events while they practise the same sport. "He is one of my magnificent professors"

"The relations with the Americans have marked the history of Spain", he

explains when asked about the relations between the US Navy and the Spanish Armada. "It is a relation that spans approximately 50 years, established by the mutual trust between people and based on the conviction that what we had in our hands was beneficial for the two navies, for the two countries, and for the defense of the USA and Spain." Furthermore, he tells us that in 1953, two years before Spain entered the UN, it had already signed treaties with the USA demonstrating that, sometimes, "defense relations come before the diplomatic ones and the agreements signed with the Americans represented the opening of Spain to the world. In these 50 years the relations have been extraordinary!" He explains that almost all naval officers have navigated on American built ships, such as the TURIA, a minesweeper that he commanded and "the frigate BALEARES built in Spain but its origins lie in the American made Knox Class built with huge American support. Today, in Spain, the Aegis frigates are built."

Here he interrupts the conversation to show me a photograph, which was sent into his pc, of the frigate ALVARO DE BAZAN navigating in the waters of the Pacific and doing maneuvers with the combat group of the aircraft carrier Roosevelt. (For those who are not up to date with the activities of the Navy I would like to explain that, at the June 23rd dinner with Admiral Natter, (ret.) USN., he, in his dissertation, said that the Spanish Armada is building smaller frigates, with the capacity to carry the Aegis-cruiser and destroyer anti-missiles and anti-planes systems, that are the envy of the US Navy. The Aegis system was carried before in 9,000-ton destroyers, too big and costly, and requiring more personnel, for the Spanish Armada. Between the years 1996 and 1997 they decided to build a 6000-ton ship, easier to maneuver, less expensive and with less personnel).

In the same way that the US Navy is reducing the number of ships (during World War II there were 2000, today only 300) the Spanish navy is also reducing. According to the Admiral, "the Navy today is technologically advanced having quality and not quantity; the effectiveness and efficacy is in navies that are not so large, in order to be able to invest in other

aspects of society not associated with defense. Also, the recruitment of navy personnel is more difficult since there is a professional army. Vocation is needed in order to be in the army, he says while mentioning that the competition in the work force for youngsters is more acute than ever, the opportunities that they have in the companies and the different professions, compete with what the army and navy offer. In a time of peace, prosperity and tranquility, youngsters look for different horizons rather than the call of country; recruitment is difficult and special to each country."

For the Admiral life in the Navy is much harder and difficult than in other armies on land. "Life in a destroyer/aircraft carrier can be very challenging for a soldier". I asked him about the soldiers that are sent to submarines and he explained that, like the pilots, they belong to "special castes" and that both jobs are voluntary because they are high risk missions.

When asked how patriotism is compared to duty in Spain today, since he is a navy officer who has a great responsibility: the defense of a country or an alliance. He answered that he considers himself "a man that has dedicated all his life to the defense of Spain." Something that makes him feel "happy and proud, and fills him with sense and satisfaction." And he affirms that, like him, most of Spaniards feel that way, "because a nation not only is defended with arms but in all of its ambits, each citizen working and doing his or her job, like industrialists, bankers, doctors, etc., all of them have an important role to play, perhaps those in the military more directly since there is a closer connection between defense and security..." Next he mentions his mother who died at 92 years of age and he is adamant to point out that she would never have allowed him to boast about being more patriotic than she for being in the military. "As a chemist all her life she was active in the community."

While mentioning a recent NATO conference organized by the Spanish Atlantic Association, the Admiral, in his speech, referred to a quote by an American General George Jowaln, Chief

(continued on page 29)

Captain Kevin L. Little, U.S.N

DEFENSE AND NAVAL ATTACHÉ, US EMBASSY, MADRID

Captain Kevin L. Little recently arrived in Madrid as the new Naval Attaché. He was born in Tachikawa, Japan and graduated from Drake University beginning his military career in 1977 at Aviation Officer Candidate School. He was commissioned in March 1978 and was designated a naval aviator in December 1979. After completion of Corsair II qualifications, Capt. Little joined the "Sidewinders" of Attack Squadron 86 from August 1980 to August 1983. While assigned to VA 86 he completed deployments to the Mediterranean Sea and the North Atlantic Ocean.

Upon completion of French school at the Defense Language Institute in Monterey, Ca., Capt. Little reported as a Personnel Exchange Officer to Hyères, France. He flew the Super Etendard in Flotille 17F from June

1984 to June 1986 deploying to the Mediterranean Sea and the Atlantic Ocean.

Captain Little next reported to the "Gunslingers" of Attack Squadron 105 where he served as Safety, Maintenance and Operations Officer from March 1987 to April 1989. The "Gunslingers" were deployed to the Mediterranean Sea, Indian Ocean and the North Atlantic Ocean. From 1989 to 1991, Capt. Little served in Washington D.C. under VAdm. Boorda, the Chief of Naval Personnel, as his Naval Aide. Prior to this, he had been assigned as the Light Attack, Strike Fighter Junior officer detailer.

After completion of the transition to the FA 18 in March 1992, he joined the Strike Fighter Weapons School until June 1993. While assigned to the Weapons

School, he served 3 months temporary duty in Riyadh, Saudi Arabia as a member of the Joint Task Force, Southwest Asia JTF SWA.

Capt. Little reported to the "Marauders" of Flight Squadron 82, deploying to the Mediterranean Sea, Indian Ocean and the Persian Gulf from 1993 to 1996 and serving first as Executive and then as Commanding Officer. As Commanding Officer, during 1995 the "Marauders" were named the Atlantic coast Hornet Battle "E" Squadron as well as the best US Navy Hornet Squadron receiving the Estocin Award.

From 1996 to 1997 Capt. Little served as COMUSNAVCENT COMFIFTHFLT Air Operations Officer stationed in Manama, Bahrain and from 1997 to 2001 he was assigned as the COMSIXTHFLT Liaison Officer in Toulon, France. ⚓

Special Report

200TH ANNIVERSARY CELEBRATION OF THE BATTLE OF TRAFALGAR

The Madrid Council was invited to participate on board the Spanish aircraft carrier "Príncipe de Asturias" at the International Fleet Review celebrated in Portsmouth to commemorate the 200th anniversary of the battle of Trafalgar. NL member José Luis Requero Ibañez represented the Madrid Council. The other 11 guests were members of various Spanish naval associations.

The invitation consisted of a trip that began in the Spanish/American naval base of Rota on June 19th to return to port on July 1st. The Carrier "Príncipe de Asturias" docked for two and a half days in Dublin. From there it traveled through the Solent Channel between the Isle of Wight and Portsmouth. The International Fleet Review gathered a total of 167 ships from 35 countries including the USS Saipan. On June 28th Queen Elizabeth II, on board HMS Endurance passed inspection on the

ships. That same day there was an air show as well and it ended with a spectacular fireworks' display.

The Spanish delegation was headed by the carrier "Príncipe de Asturias" and by the most modern frigate of the Armada, the "Blas de Lezo." The guests had the opportunity of visiting this ship and were invited to a luncheon on the 27th traveling back to El Ferrol in the aircraft carrier, "Príncipe de Asturias". During this trip there were some maneuvers with Portuguese, French and English ships and planes (Surfex).

All through the trip the guests were able to learn about life in these vessels, the development of the air operations, and the details involved in each of the services (air, control, security, operations, etc.). At all times they were shown courtesy and hospitality by Admiral José Francisco Palomino and Commander José María

García Bouza as well as from all the officers and crew. ⚓



NLUS Award - Madrid Council

GRADUATION CEREMONIES AT THE SPANISH NAVAL ACADEMY IN MARÍN

By A. Ford

On July 15th, 2005 the Madrid Council of the Navy League of the United States awarded the top graduating cadet of the Spanish Naval Academy with a ceremonial sword. Attending the graduation ceremonies that take place during two days every year in Marín, Spain, has been a NL tradition since 1983. The recipient this year was Rafael Arias Ocejá.

On the first day of the graduation ceremonies, the President of the Madrid Council, Tom Denegre, invited the young

graduate on a 7 day trip to the Naval Academy in Annapolis, Maryland and a visit to the naval base in Norfolk, Virginia.

On the second day, the graduates swore allegiance to the flag. This year the ceremonies were presided by HRH Prince of Asturias in presence of the then President of Galicia, Mr. Manuel Fraga. The colorful and patriotic event was witnessed by the President of the Navy League and Board members, Scott Cochrane and Eva García. ⚓



Talk of the Town

MADRID, THE MAY COCKTAIL

HOSTED BY MR. AND MRS. J. ROBERT MANZANARES

DEPUTY CHIEF OF MISSION, US EMBASSY

By A. Ford



This year's Navy League annual cocktail party was held at the home of the Chargé d'Affaires, a.i.

More than 150 guests attended the event on a hot Thursday, May 26th. A green tent sat in the beautiful gardens of this 19th century villa in the fashionable district of Salamanca, Madrid. Under it, the hors d'oeuvres, tapas, sushi and other culinary

works of art, were on display, tempting the palates. In the spring heat people welcomed the cool, sprinkling sodas, cavas, vintage Spanish white wines and finos that helped invigorate the conversations. So much so, that the last to leave stayed way past midnight... Sample of what a "good party" is all about, is reflected in these photographs. ⚓



Talk of the Town

MADRID, THE GALA BALL

HOSTED BY THE MADRID COUNCIL OF THE NAVY LEAGUE OF THE UNITED STATES

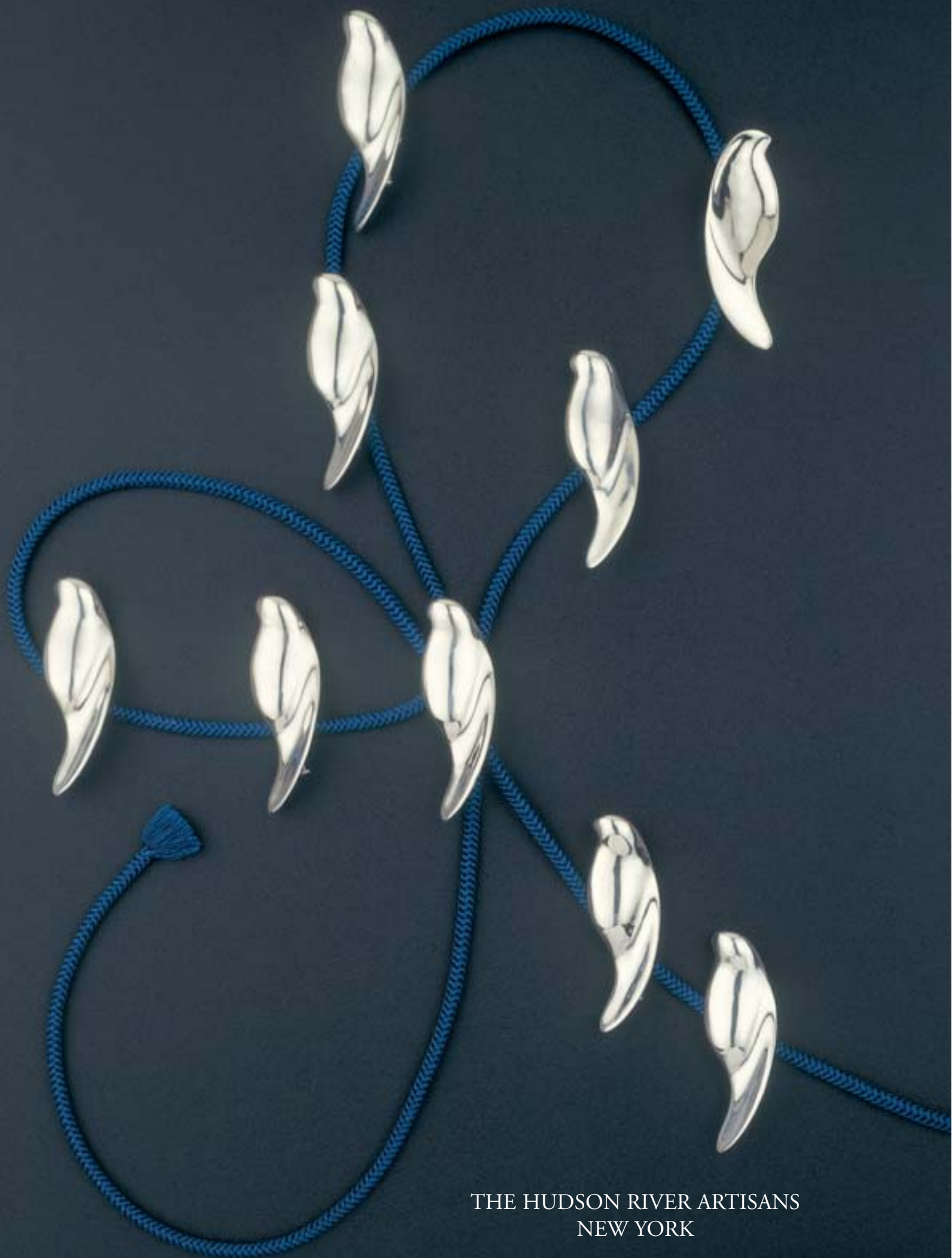
FRIDAY, OCTOBER 29TH, 2004 AT THE PALACE HOTEL

Photographs by Madrid Journalist Jean Allen and Past President George Hall

As tradition calls, this spectacular evening began with the grand performance by the Marines in the presenting of colors... A welcoming speech was delivered by Ms. Joan Eischen, then President of the NL, who graciously presented Past President, Mr. James Francés, the very revered - by any Navy Leaguer in Madrid -, ADMIRAL FARRAGUT Statue.

The Navy League was honored to have as guests Mr. and Mrs. J. Robert Manzanares, DCM, and a large group of friends... ⚓





THE HUDSON RIVER ARTISANS
NEW YORK

The Role of the Naval Forces in the Fight Against Terrorism

By Rafael Ortega González, photographs US Navy

Not long ago, in the mid 90's, some experts on naval forces predicted a revolution in the Navy with the end of the aircraft carrier (calling it an expensive "sitting duck"); the end of the conventional navy aircrafts, substituted by the VSTOL (VSTOL: Vertical and Short Take off and Landing) model and an Air Force that would absorb all of the air operations; the end of the SSBN (SSBN: Ballistic Missile Carrier Nuclear Submarine) as the nuclear threat was supposedly disappearing; the end of the Marines Corps, substituted by a new kind of Light Infantry Division of the Army; and so on... All of these things would happen in a peaceful and clean new world... with no History.

The contemporary world has changed dramatically from the "happy days" of the fall of the Berlin Wall, and military forces and strategies have had to change as well to deal with the new threats to democracy and liberty: international, globalized terrorism and the proliferation of weapons of mass destruction.

In the first case, the "enemy" does not have an official country supporting it (perfect opportunity for rogue countries that want to attack the United States and its allies without reprisal). This enemy can be "a kind of snake" which may reside inside any country, with soldiers that can have the same nationality and who might easily be fighting against their fellow nationals. This enemy could also be using weak states as "platforms" to attack all western democracies (This is not really new. Communism used the same modus operandi, the International Communist, but in that case terrorist and agitator groups were closely under the Soviet control and, as a consequence, had a support country. There is no reason to think that only radical islamists can use this kind of terrorist network).

In the second case, there are states that have, or are going to have, the technology and the intention of making weapons of mass destruction, mainly nuclear weapons.

These are tyrannical states that are not democracies and, therefore, do not follow the rule of law. Their rulers do not believe in democracy and instead of working for the welfare of their citizens they invest all of their resources in building their arsenals. Some of these states are ideologically closer to the terrorist groups and, in a worst case scenario, they could support terrorists to acquire weapons of mass destruction. The words of the Director General of the IAEA Mohamed ElBaradei are to be believed: "The tragic terrorist attacks on the United States were a wake up call to us all. We cannot be complacent. We have to, and will, increase our efforts on all fronts" ("Reducing the Threat of Nuclear Theft and Sabotage" IAEA-SM-367/4/08).

The United States is a maritime power and has the best navy in the world. The interest areas of the United States are usually far offshore. This shows us why the Naval Forces are called to play a primordial role in the new strategical scenario.

First scenario. Attack a state that possesses weapons of mass destruction or is supporting international terrorism

As mentioned above, most of the areas of interest of the United States are far from the US Coast. Military operations need to transport great quantities of troops and material to the actual theatre of operations.

This transport could be done by the Air Force; it would certainly be fast but in this case it would need to secure airfields in the target country, or in neighboring countries, from which to operate and deploy land forces and helicopters.

Airfields in the target country could be opened by Air Force attack aircraft and bombed and occupied by airborne troops, but it could be expensive in terms of troop losses. It would also need an allied airfield for the operation and refueling of the aircraft. Political reasons have been argued by some governments in recent operations against the use of their countries' military

bases by the U.S., and such use would definitely limit how forces could be used, and would make much more complex any operation.

Nevertheless, airlifting is expensive, and useful only for a fast first attack; only small and light units can be airborne. Heavy material and the bulk of the troops would have to be sent by boat, as in the case of the airborne troops UH-60 of the 101st division in the last Iraq invasion.

In this case the first role of the Navy is the projection and sustainment of the force which would be immediately employable. The Navy is a forward deployable, combat-ready force that can extend the combat power of the United States immediately to get instant access, and reach even land-locked nations". (In this paragraph I have used words from Navy Secretary Gordon England)





Navy Aircraft Carriers (the “sitting ducks”) are mobile airfields that can go anywhere; they do not need permission to deploy their air wing to attack any target and they do not need ten-hour missions to get to the target. They have been fundamental pieces in the last campaigns from the early stages, as evidenced in the electronic warfare aircraft EA-6B Prowler jamming the enemy radars and air defenses (today, the only airborne jammer of enemy air defenses, the EF-111 Raven of the Air Force, has been retired) and the navy fighter-attack planes (first, the A-6E, A-7E, then the FA-18C and F-14B-D) that cleaned the anti-aircraft batteries and air space to let the air force squadrons go safely and deeply into the enemy zone and attack strategical targets like the IC3 centers. Therefore, the Navy air strikes could share the same role as the Air Force.

Of course, a heavy bomber cannot take-off from any Aircraft Carrier, but its attack performance could be made easier with the help of the electrical warfare, and early warnings by E-2C and fighter Combat Air Patrols (CAPs) from the Carrier. If in a hurry, it is easier to move an Aircraft Carrier with its air strike ready to attack than to look for a close available military base to move an F-15 wing, including all of the infrastructure and support personnel.

The new Global Concept of Operation (CONOPS Navy Ship Deployments: New Approaches - Congressional Research Service Report RS21338) transforms the Aircraft Carrier Battle Groups (CVBG) into Carrier Strike Groups (CSG) and the Amphibious Ready Groups (ARG) into

Expeditionary Strike Groups (ESG) making it easier to deal with the new threats. Under this plan, new formations arise as deployable Surface Strike Groups (SSGs) formed by some surface ships, most of them armed with Tomahawk GLCM (GLCM: Ground Launched Cruise Missile, in fact, surface launched as it includes missiles launched from ships.) missiles, and Groups of four Trident SSGN (Trident SSGN that have been transformed to carry Tomahawk SLCM and Special Operations Forces). Batteries from Battleships have been used to attack coastal targets in the past and Tomahawks from cruisers, frigates and submarines have being used in attacking harder inner targets, terrorist bases or centers where weapons of mass destruction could be produced or delivered.

Marines from the ESG can be used alone or in cooperation with the Army to start a base territory that could be used for the organization of heavier units and the launching of an offensive. Marines are a sea-based force that is heavier than light infantry with armored capability, but lighter than an armored division, and has its own air support. They can deploy sea based combat-ready heavy equipment like amphibious tanks, armored cars, howitzers and heavy guns, fast and easily.

On the transportation question, Navy vessels can transport a tank division without permission from any country and have all the divisional support. It takes more time than an air trip, but it is cheaper, easier since some of the equipment cannot be sent by air. The Navy not only can transport the combat equipment, but also the infrastructure, support and supply material, from helicopters, tanks, missiles and a complete communications center to fuel and water.

Second scenario. Gathering and neutralizing terrorists and traffic of materials for weapons of mass destruction

Neutralizing terrorists has been traditionally a land forces- task, but the attacks on 9/11 and the attack on the USS Cole in Yemen shows us terrorists can use any means to achieve their goals. Information about the terrorists' manufacturing or assembling of weapons of mass destruction, is difficult to obtain.

The air wings of the carriers have served the navy SEALs and Marines in their intelligence gathering information in real-time, obtaining target intelligence and tracking enemy forces. In the Operation

Enduring Freedom, the Kitty Hawk aircraft carrier was converted into a float staging platform for the Special Forces to compensate for the lack of land bases. It carried helicopters from the 160th Special Operations Aviation Regiment of the Army, Navy SEALs, and Army and Air Force Special Operations personnel. Submarines can be used too as stealth bases for the Navy SEALs teams, as Trident GLCMs and other former SLBM are, permitting the insertion and extraction of groups silently and quietly in order to maintain the security of the mission and avoid political problems with neighboring countries. In this job UAV (UAV: Unmanned Air Vehicles) are welcomed and encouraged as they can get information without the risk of losing valiant lives and valuables.

Also SSGs can be used to monitor the seas in looking for weapons intended for the terrorists, or components that can be used for making or deploying weapons of mass destruction.

In the conventional role of land forces, SEAL teams and Marines develop a task of neutralization of individuals (terrorists or experts in WMD) in cooperation and combination with their brothers in arms, the Army.

Third scenario. Keeping seas opened and safeguarding United States shores and Harbors

This is not the first time that the Navy is involved in the keeping of open seas. In the Tripolitan War of 1801-1805 the United States Navy was sent to the “shores of Tripoli” to end the attacks on merchantmen, stop the restraint of free trade and the piracy on the Mediterranean Sea...all of this happening though a tribute had been paid to the Pasha of Tripoli.

Today the same risk exists with the potential use of small boats, ships, and even small old conventional submarines, that could be “lent” by rogue states to terrorists to attack gas or oil-tankers, passenger cruise ships, war vessels (the USS Cole) or even, as have been tried in the past, the closing of some strategical areas as the Ormuz Gulf. This risk is greater where there is a very dense flux of ships, especially in the the Arabic and Mexico Gulfs, the Mediterranean and North Seas, and anywhere near the main western ports.

The role of the Navy and the Coast Guard is to keep seas opened and protect *(continued on page 27)*

Commander John L. Rigge, RN. O.B.E.

IN HIS OWN WORDS

Photographs: US Navy

Introduction

By C. Dillon

Luck," Commander John Rigge, R.N. said as we were leaving the British Embassy, "I had lots of luck. Put that in." After a two hour interview conducted by the Defense Attaché, Captain Nigel Dedman, R.N., and arranged by NL President Tom Denegre with NL Treasurer Stewart Cusden, Commander Rigge recounted, in condensed version, 70 years of his extraordinary life : he lived through the Spanish Civil War and participated in World War II.

The following is a compilation of events in the fascinating life of Commander John Rigge, O.B.E., R.N., as told to Captain Dedman, R.N. I was privileged to listen to this man who "lived" history: the accounts of his experiences starting in 1932, when he began naval life as a young boy of 14 , and until today in retirement as a city dweller in Madrid and London and as an olive and almond farmer in the province of Guadalajara. Commander Rigge is an amiable, kind man who speaks proudly and lovingly of his wife of 65 years, Pat, a woman whom he got engaged to after only one week of "courtship!", at the age of 22. Such determination at a young age demonstrates the backbone and character of this active man, who was asked to make tough decisions in perilous situations throughout his career in the Royal Navy....

In his own words, Commander John Loftus Rigge, O.B.E., Royal Navy, was born in Shanghai, China, on March 1st, 1918 "with two hair crowns on his skull, celebrated by the Chinese to be a lucky omen,..." to British parents. His father was a "China merchant, selling and buying everything from peanuts to elephants..."



Commander Rigge received his early education at the Cathedral School in Shanghai until he left for England in 1926 and enrolled in the Bridlington School in East Yorkshire until 1932, when he joined the HMS Conway, a cadet training ship, as a Royal Naval Reserve Cadet at the age of 14 and a half. For him the "sea was in his blood having had a great uncle who had been a naval captain and his maternal grandfather a clipper captain in the days of the tea and wool clippers, who had named his daughter (Commander Rigge's mother) Winifred, after one of his favorite ships". Commander Rigge was exposed to the Navy life in China because "his family had a summer bungalow at the British Naval base of Wei-Hei-Wei where ships' visits were constant and Naval officers, everywhere." He never thought of doing anything else outside the Navy, and it was also his parents' wishes...

In 1935, at 17 years of age and then the Chief Cadet Captain, Commander Rigge received the King's Gold Medal and the seamanship prize and went on to join the Royal Navy, "following a nation-wide civil service examination to qualify young men for all the UK Armed Services as well as the

Empire and Colonial Armed, Police and Civil Services". Much to his chagrin Commander Rigge was diagnosed with short sightedness discovered at the Navy Medical examination, though "not developed when he joined the HMS Conway". As a result of this, his first RN service was three months as a "paymaster cadet in the cruiser HMS Frobisher which took him to discover the beauties of the then British West Indies." Then, for four years, Commander Rigge served in the Mediterranean Fleet where he remained until World War II started in 1939.

Commander Rigge was in the 8" gun cruiser , HMS London, which was part of the Mediterranean fleet that included the 1st Cruiser Squadron with the HMS Sussex, HMS Devonshire, and HMS Dorsetshire, when she arrived, the day the Spanish Civil War began on July 18th, 1936, in the port of Barcelona. "The task was to evacuate British Nationals from Barcelona, via destroyers or other available vessels to Marseilles where the evacuees did what they could. Many of the Spanish nobility



and gentry were also evacuated, often bringing with them jewels in leather bags to be safely looked after. Barcelona was in anarchy with many murders of nobles in their own homes, including the Conde de Churruca, (whom he knew),... and nunneries were destroyed with the nuns killed or assaulted..." Commander Rigge recalled a somewhat comical incident that occurred

when his ship rescued a group of 20 nuns. Not knowing what to do with the nuns, “they invited them to the viewing of a film which was being shown on the quarter-deck, as it happened every evening for the evacuees, and it was Marlene Dietrich's *Desire....*” He told us that the nuns stayed and watched the film with obvious enjoyment. He recalled listening to the “daily fusillade of rifle fire at nine o'clock in the morning at the Montjuic barracks, just

Palma de Mallorca as a prize by the Franco forces.” As far as Commander Rigge was concerned this incident could have actually involved the “famous, or infamous, Captain Potato Jones who was known for his blockade, running and supplying goods to the Republicans...”

World War II started in September 1939, and Commander Rigge mentioned how “all the gunroom officers were delighted that at last it had happened and that the

their Walrus flying boat was lost with Lt. Stokes and Lt. Ommanney (pilot and observer). His ship's crew never knew if they had been shot down by the Graf Spee or simply lost, since “radio communications in those days were elementary by today's standards.” HMS Sussex was successful in capturing one of the supply ships of the Graf Spee, the SS Watussi, with no conflict. The German crew was apprehended including the last “man, being a small monkey which had to be rescued from the masts before the ship sank....” His ship, “the HMS Sussex was too far away to play any part in the final battle with the Exeter, Ajax and Achilles off the Falkland Islands. and the Graf Spee was eventually scuttled in the harbour of Uruguay.” In 1940, Commander Rigge was 22 when he was promoted to “paymaster Lieutenant”. The HMS Sussex was ultimately lost in an air raid in Greenock in 1940.

Commander Rigge met Pat, who would become his fiancée after only a week's courtship, while on a week's leave in his hometown of West Kent. Immediately after, “as Assistant Secretary to the Flag Officer, 2nd Cruiser Squadron he joined HMS Galatea, a 5000-ton cruiser. Operations were in the North Sea and English Channel. Dunkirk came and went with HMS Galatea or HMS Aurora, or HMS Arethusa, all part of the Second Cruiser Squadron, flying Rear Admiral Curteis's flag, as circumstances permitted, but operating only in support, and not directly, at the Dunkirk evacuation”.

“Then came the fall of France, with the HMS Galatea operating close to the French coast and finally in June, helping to evacuate Polish troops from Arcachon and St. Jean de Luz”. For Commander Rigge “the discipline and bearing of the well uniformed Polish troops who had marched right through France taking all their arms, including Howitzers, right down to the dock”, impressed him. The troops boarded the HMS Galatea and a merchant ship “which was there to assist”, and left behind some of their gear. Commander Rigge gave his wife Pat one of the abandoned Polish helmets which she later habitually wore in Kent and London during the “blitz”. Because of his knowledge of French and Spanish Commander Rigge was the contact with the French authorities. On one occasion, he was asked “to send a long message from Mr. Churchill to the French Admiral Darlan asking him not to let the Germans get hold of the French fleet.”



above where the ship was berthed, where the government's forces eliminated their captured enemies...”

To quote Commander Rigge's words, “he was particularly close to it all as the only person on board able to speak Spanish, a compulsory language, with French, in the HMS Conway training ship, and therefore he was the contact with the British Consular staff in Barcelona, and down the coast, when HMS London went there...”

Commander Rigge used his translation skills, just before the war ended in 1939, when the “Franco forces had declared a blockade off the Valencia coast.” At this time he was the Captain's Secretary of the HMS Sussex (although he had served in various other ships) and “he assisted as the interpreter when a British 'tramp' steamer, the SS Stangate, was intercepted inside the Spanish 3-mile limit by the Spanish warship, Mar Negro, and was being taken to

Royal Navy would show the Germans what they were worth!” His squadron was ordered to go to Simonstown through the Suez Canal to “update the outdated anti-aircraft armament on the HMS Sussex. It was voice, eye and hand controlled, but with the new system of dual 4 inch batteries it would have more punch.” It was during this time that Commander Rigge was the “forecasting officer, telling the gunners ‘up’ or ‘down,’ ‘right’ or ‘left,’ and where to shoot.... having plotted voice reports of falls of shot on a graph...and this did work, successfully sometimes, since aircraft were still flying at 90 knots and there were no “Stukas” (German dive bombers) yet.”

Christmas 1939 was spent in Simonstown and, soon after, his ship headed down the South Atlantic to Adelaide, Australia, to search for the German “pocket battleship” commerce raider Graf Spee. “In one of the searches after many weeks at sea,

During this operation, on 23 June 1940, “in uniform, tin hat and armed, with one Roderrick Barclay of the Foreign Office in London, they found the Mayor of St. Jean de Luz, a woman of middle age who seemed to speak Basque only. They did get to the Mayor’s communications center with all telephones down, and she promised to send the message as soon as any telegraphic, or other line, became available...” They never found out if she ever did send the message because they escaped the area with the German troops on their heels. Commander Rigge quickly became the “oarsman” when he had to row a boat he commandeered to the safety of the HMS Galatea which had anchored offshore because of the German advance!.

According to Commander Rigge, the next orders by Mr. Churchill were to “put out of action or capture any French destroyers or other warships which had taken refuge in British ports”. In Plymouth, where the HMS Galatea was then based, “there were the French destroyers Mistral and Triumphant.” Commander Rigge “volunteered to board the captured vessels because with his knowledge of “elementary” French he would be useful joining a Lieutenant Commander, an Engineer Lieutenant and a detachment of Marines, to take the FS Mistral.... Boarding the French vessel in the middle of the night was carried out without incident but it was quickly discovered that the ship was being scuttled; that the crew had broken into the wine store and were drunk, and that the officers were below in their cabins. Mistral’s Captain du Bon tried to convince Commander Rigge who was standing at the head of the ladder leading down to the



cabins, to let them all come up, but at the same time refusing to say where the flooding valves were, and only repented when he found a cocked and loaded revolver in his face, and a determined 22 year-old Lieutenant behind it. The valves were just



behind where he was standing and the ship was saved, but only when feet were getting wet and the ship was listing badly.”

“The war for the Second Cruiser

HMS Sussex was successful in capturing one of the supply ships of the Graf Spee, the SS Watussi, with no conflict. The German crew was apprehended including the last “man, being a small monkey which had to be rescued from the masts before the ship sank....”

Squadron then reverted to convoy duty in the Channel, North Sea and the coast of Scotland...” and soon after Commander Rigge, with his Admiral’s approval, went home to marry his bride. “The wedding took place on September 7th, 1940 in a classic English fashion in the ancient village Church” and with a garden party at the home of the bride’s parents. The three-tiered cake made in the Admiral’s galley was duly cut with Commander Rigge’s sword as the Battle of Britain began with “one German fighter being downed and the pilot escaping by parachute only to be picked up a few hundred yards from the wedding reception by gentlemen in morning coats...” After the wedding the young couple went to the Savoy Hotel to begin their honeymoon. They were met by the Hotel’s Manager who told them that they had to go to the cellars of the Hotel (for safety) and not in a room. But first he took them up to the roof “to see London burning.” Commander Rigge explained that after their honeymoon “life

went back to survival at sea or survival on land. In those days none of the young, at least, expected to survive and indeed all the officers who attended the wedding were all lost quite quickly with two of his military cousins surviving only”. During the next two years the young couple saw each other a total of 17 days. “And in those two years there were 14 ship moves including the HMS Galatea, Aurora, Arethusa, Duke of York, Prince of Wales, Victorious, Sheffield, Birmingham, Newcastle...”

In 1941 Commander Rigge was still on the staff of Rear Admiral Curteis, who was promoted to Vice Admiral and assigned to be appointed Vice Admiral, Second Battle Squadron with his flag in HMS Hood. However, before this change took place, suddenly the German battleship Bismark, the “most powerful warship in the German Navy together with the heavy cruiser Prinz Eugen, were reported to be in the North-west Approaches to Iceland, and HMS Hood and HMS Galatea still flying Rear Admiral Curteis’s flag, as CS2, were dispatched from Scapa Flow to challenge them and prevent their entering the Atlantic on commerce raiding as the Graf Spee had done. The weather was bad with heavy seas and the Galatea could not safely keep up with the Hood without structural



damage. The battleship HMS Prince of Wales, recently commissioned for the first time and not yet ‘worked up’ was ordered to replace the Galatea and join HMS Hood. The Galatea was diverted to protect the aircraft carrier Victorious. HM Ships Hood and Prince of Wales then faced the German battleship and cruiser Prinz Eugen. The first or second salvo from the Bismark hit Hood between the two funnels where the torpedo parting shop was situated. This exploded the stored torpedo heads and the explosion penetrated below to the extent that the ship broke in two. On the bow were a party of some twenty four sailors

including a midshipman and a Lieutenant Commander who had been sent there to secure the anchor cable which was crashing around in the heavy seas. This party was thrown into the sea and only four were saved, including the midshipman." According to Commander Rigge, "Vice Admiral Curteis had been due to hoist his flag in HMS Hood in only a day or two after this disaster happened and Mrs. Rigge received sympathy letters from those who thought that Admiral Curteis and staff were on board..." Approximately 1700 men perished with the HMS Hood. According to Commander Rigge, the Bismark's steering

that "a secret order to transfer the flag was received: the flag of Admiral Tom Phillips was to be hoisted in the HMS Prince of Wales and the ship secretly dispatched to the Far East to join HMS Repulse and an aircraft carrier to counter the Japanese threat to Singapore. This was done in Greenock at dead of night, with Vice Admiral Curteis and staff leaving by the Port quarterdeck gangway and Admiral Phillips and staff joining at the Starboard quarterdeck gangway almost exactly at the same time. It was all done in excellent order and the Prince of Wales slipped out of Greenock to appear next in Singapore.



gear was eventually damaged by strikes from the aircraft carrier Ark Royal, and not from Victorious, and this led to the sinking of the Bismark. It was a disappointment to learn later that the Victorious's air strikes on Bismark had not had the success earlier reported."

"From then on until the move to Bermuda at the end of 1942 - more than a year later - the Second Battle Squadron was at sea constantly, based mainly in Iceland running the Russian Convoys... In the big ships it was more comfortable than in destroyers and merchant ships, but it was still cold and tough. John Rigge's action-station was below 15 inches of armour plate in the bowels of the ship where the gun control systems were installed. There was still a lot of word of mouth, eye and manual action in the control of all weapons." It was during this time, while the Admiral's flag was in the Prince of Wales

Quite soon the decision was taken to face the Japanese, although the aircraft carrier was held up and could not join the fleet with the disastrous result that shocked the world when the Japanese torpedo bombers sank both ships." Again, Commander Rigge's wife Pat received telegrams and letters of condolence...

At the end of 1942 Vice Admiral Curteis was appointed as Senior British Naval Officer, Western Atlantic, based at the Naval Base in Bermuda. Commander Rigge went one month early to work with the actual Commander-in-Chief, (for America and West Indies), Admiral Kennedy Purvis, and set up the office of this new command. The Command had no ships but had naval bases in Bermuda, Jamaica, Trinidad and the responsibility to look after them, to collaborate closely with the new allies (USA) and to ensure that communications were efficient and secure

and in due course to support the invasion of Europe. This was at the height of the Convoy War of the Battle of the Atlantic. His wife Pat, still in London at this time, "worked for a special organization which passed information and encouragement to subjugated countries such as Poland." She was allowed to accompany her husband to Bermuda and work for the Ministry of



Information. The journey to New York, "at the height of the submarine war, was made in a 49 ship convoy, and only thirty-six of the ships survived the trip."

The first stop on the way to Bermuda was New York City where the young couple stayed at the Barbizon Plaza Hotel on East 63rd St. He remembered clearly "how he recognized the Morse signal being reflected by a light from the East River onto the ceiling of their room. He reported this to the competent authorities who soon collected a German spy from a submarine." For Commander Rigge, "...coming from wartime England, such activity and attention was commonplace."

Commander Rigge stayed in Bermuda for 4 1/2 years serving under two Admirals, Vice Admiral Sir A.T.B. Curteis who retired in 1944 and Vice Admiral Sir Irvine Glenzie who replaced him... "During these 4 1/2 years his wife Pat worked for Sir Stanley Spurling, a renowned elder statesman of Bermuda, and helped him in setting up and running a small Radio Station mainly established to provide a listening post on the islands should any emergency arise, such as bombardment by German submarines. No other such agency existed."

In 1947, Commander Rigge returned to England on a four-month leave with a little son named Simon. Then he joined the cruiser HMS Superb as Deputy Supply Officer and Lieutenant Commander.

The HMS Superb and 4 destroyers visited the West Indies, the Mediterranean and the Scandinavian countries. In 1948 he joined the HMS Vanguard, the most mod-

ern battleship. He was now Assistant Secretary to Admiral Sir Philip Vian. During this year, "a second son, Roger, was born on June 12th, 1948 and the baby was several months old by the time his father saw him."

From 1952 and during the Korean War, until 1956, Commander Rigge was in Hong Kong as Commodore's Secretary and promoted to Commander. During the Korean War "RN ships were administered from Hong Kong. He was also Judge Advocate in court martials, which ranged from fraudulent conversion of funds to murder." He pointed out that his wife Pat, "was then a known figure in Radio Hong Kong for her classical musical programs and also for promoting Chinese Classical music and encouraging young Chinese musicians in the Western Classical music field. The only excitement that happened soon after their arrival in Hong Kong was the Chinese attack on Macau, the Portuguese colony, much older than Hong Kong and, about a day's sailing away off the China mainland. The attack was repulsed by the Portuguese batteries on the fort and some 200 Chinese were killed. Compensation was later paid to their families, the deal being engineered by a Hong Kong Chinese gold dealer..."

From 1956-1958 he was appointed Supply Officer in the cruiser HMS Birmingham in the Mediterranean, and then at D.A.P (Directorate of Administrative Planning) in the Admiralty. He recounted that during this time the Australian Government was offering settlers 120 sq. miles of free land in the Northern Territories...He did not go, "owing to family commitments in the UK," although the offer was tempting... Soon after he joined the HMS Victorious, and was stationed mostly in the Persian Gulf and the Far East, where he was the supply officer while Lt. Commander Dedman (father of the present Defense Attaché and interviewer) was the operating officer -OPS1- in the same ship.

From 1962-1966 he was appointed Naval Attaché of the British Embassy in Madrid. For Commander Rigge, it was not a difficult decision to come to Spain since he had been here during the Civil War. He served under Ambassador Sir George Labouchère. "It was during this time in Spain that one of his accomplishments was to secure a deal with the Spanish Government that consisted in the selling of English built frigates armed with the new Sea Dart CF 299 missiles. Due to internal UK political reasons the deal failed when unac-

According to Commander Rigge, "Vice Admiral Curteis had been due to hoist his flag in the HMS Hood in only a day or two after this disaster happened and Mrs. Rigge received sympathy letters from those who thought that Admiral Curteis and staff were on board..."

ceptable remarks by British politicians, not yet in power but shortly to be elected, about Franco and the Franco regime, caused the Spaniards to withdraw. Efforts to resuscitate the deal, at the request of the Spanish Navy, six months later when the

Empire, M.B.E." While at Hawker Siddeley, "one of his successes was the sale of 8 Harrier jump jets to the Spanish Navy with Mr. Ricky Fuster, as the commercial agent. From 1973-1990 he worked for the British company Plessey, an electronics and telecommunications company, and acted as Chief Executive of Plessey Spain. [↗](#)

In closing...

When asked about the US Navy League in Madrid, Commander Rigge confided about his participation in the exclusive men's luncheon club, the Valentinos, and Mr. George Mahl's invitation to join the NL. This was three years ago and he is a non-resident member of the NL. There is absolutely no doubt at all that he is pro-American to the nth degree having said so a few times: "Thank God for America"... He and Pat recently attended the 60th Anniversary Festival of Commemoration of WWII in



Labour Party was in power, and again a year later, when he was no longer Naval Attaché but working in Spain for the Hawker Siddeley Group, failed." ... In a twist of fate the deal was then signed with the Americans....a political decision that affected a major contract and future naval business relations....

Commander John Rigge "was awarded the Order of the British Empire, O.B.E. in June 1964 which was presented to him by Sir George Labouchère who had been instrumental in the recommendation. His wife Pat was awarded soon after with the decoration of Member of the British

Britain and spent four hours under a blazing sun on the Horse Guards Parade in London, in the presence of Queen Elizabeth II, celebrating the end of a war he had been very much part of. And all admirers of Freedom should say: "Thank you, Commander Rigge, for participating in the liberation of the Free World!"

Commander Rigge is the Chairman of the private charity "British Benevolent Fund of Madrid." He now alternates his time between Madrid, London, the coast of Dover and his "finca," fifty miles outside of Madrid.

Guest Speakers

The MONTHLY DINNERS are a tradition and trademark of the Madrid Council. According to most members and past Presidents of the Navy League, the backbone of the organization of these events is none other than Mr. George Mahl who held the position of President and has incredible connections as a long time resident and professional in Madrid. Many a great author of literature has written that in order to survive in any type of society "noteworthy connections" are indispensable! Here is a sample of some of those "noteworthy Navy League connections". All are recipients of The Navy League sword for a "job well done." Bravo Zulu!

MR. JOSÉ BONO MINISTER OF DEFENSE, SPAIN



On the Left: NL President Tom Denegre, receives from Mr. José Bono, Minister of Defense a book entitled: *Tratado de amistad, límites y navegación concluido entre el Rey nuestro Señor y los Estados Unidos de America firmado en San Lorenzo el Real a 27 de octubre de 1795. - Treaty of friendship, borders and navigation concluded between the King our Lord and the United States of America signed in San Lorenzo el Real on 27th October, 1795.*

On Thursday, January 20th, 2005, we were honored to have as guest speaker Mr. José Bono Martínez, Minister of Defense of the Kingdom of Spain. It was an incredibly successful event with approximately 100 guests, including NL members.

Spain's Minister of Defense was born in Salobre, province of Albacete, on December 14th 1950. A lawyer by profession, he practised law until 1979, and since 1972 he lectured in Political Law at the Complutense University in Madrid. In 1976, he received a commission from the UN to report on the Human Violations perpetrated at the time in Chile. For doing so, he was asked to leave-expelled-by General Pinochet's government... In 1977 he was the private prosecutor in the famous trial about the murders of the labor law attorneys in the ATOCHA street in Madrid.

His involvement with politics began at the end of the turbulent 60's... In 1970, he joined the Popular Socialist Party, holding full membership until 1979, date in which his Party merged with the Spanish Workers' Socialist Party (PSOE). From 1979-1983 he was Member of Parliament for the District of Albacete and served as Secretary of the Parliamentary Committee.

In 1983, after the PSOE won its first regional election Mr. Bono was elected President of Castilla-La Mancha by the Regional Parliament, a position he would hold for five consecutive terms... and elected by absolute majority... From 1988-1990 he also held the position of Secretary General for the PSOE in Castilla-La Mancha.

He authored a book entitled "A vueltas con el Futuro," which deals with the role of socialism in a permanently changing society.

It was at a recent conference in Madrid on the Military Relations between the US and Spain on June 21st, 2005 that the Minister adamantly expressed that he could see no vestige of anti-americanism and that the relations between Spain and the USA "are clear, hiding no secret protocol." In

fact, he stressed that "since the end of the 18th century, the citizens of the USA should know that Spain was there to defend them..." (1776) and... "that it is its oldest ally." "The frigate Álvaro de Bazán has been integrated into the Combat Group of the aircraft carrier Roosevelt, marking the first time that a Spanish ship has fully participated in joint maneuvers with the USA and proving that its high technology in the F100 Aegis systems is compatible with that of their American counterparts!"

ADMIRAL GENERAL SEBASTIÁN ZARAGOZA SOTO



On February 17th, 2005, we were equally honored to have as guest speaker Admiral General Zaragoza Soto, Naval Chief Staff.

As stated in his biography, Admiral General Zaragoza Soto was born in 1945 in San Fernando, Cádiz, but spent most of his life in EL Ferrol because his father was the "Comandante of the Infantería de Marina" (Spanish Marines). In 1962 he entered the Naval Academy in Marín and in 1967, he graduated with the rank of Lieutenant. A son has also followed in his footsteps having graduated from the same Academy two years ago and now serving as an "Alférez de Navío" on the Alvaro de Bazán, a F 100 frigate.

His other son is an officer in the Spanish Army!

In a previous interview conducted by NL Past Presidents, George Mahl and George Hall for the magazine NAUTICIAS the Admiral admitted "to having slept on every bunk bed on the training ship, the pride of the Spanish Armada, the "Juan Sebastián de Elcano." In the course of his Naval career, Admiral Zaragoza did three tours with the ship... From 1996-1997 he was its Captain on its world tour.

The Admiral also told that "every year the crew who served aboard El Cano during the 1996-1997 tour gets together for dinners and they invite me along... which is very gratifying and typifies the comradeship that prevails between Captain and crew!"

When asked what he thought about the US-Spain naval relations he added "remember, this has been going on since 1953-over fifty years! We continue to do military exercises and nothing has changed... and there have been many changes in government over the years."

Amongst his many tours of duty, he spent seven years on board destroyers, and two years at the Fleet Combat High Command on board the aircraft carrier "Dédalo."

Admiral General Zaragoza served as Commander in the minesweeper "Tajo" and in the research and rescue ship "Poséidon" and in the frigate, "Balears." He participated in embargo operations against Yugoslavia in the Adriatic Sea.

His distinguished career ashore began with his post as the first Spanish officer assigned to the NATO Southern Region Command in Naples for three years. He also was selected as the Head of the Plans Branch at the Spanish Defense Joint Staff, Chief of the Inner Office for General Director of Defense Policy, Chairman of the Spanish Section at the Spain-United States Permanent Committee and ACOS Plans and Policy at the Naval Headquarters Staff.

In 2004 he was promoted to Admiral and named Deputy Commander of NAVSOUTH and three months later he was given his fourth star to Admiral General and named Chief of Naval Staff. His specialty is in naval communications and has received diplomas in Naval Warfare, holds the NATO medal, the UEO medal and possesses many national and foreign awards.

LIEUTENANT COMMANDER SPENCER ABBOT, USN



At this dinner meeting on Thursday, March 17th, 2005, members and guests "almost" participated in Lt. Commander Abbot's flying maneuvers by viewing his incredibly dangerous acrobatic feats projected on a screen....

Lieutenant Commander Spencer Abbot is a U.S. Navy FA-18 Hornet pilot, and is currently serving as an EF-18 exchange pilot with the Spanish Air Force. In that capacity, LCDR Abbot instructs Spanish pilots transitioning to the Hornet in initial EF-18 familiarization, air-to-ground, air-to-air, and in-flight refueling mission areas.

LCDR Abbot, son of Admiral Abbot, former CIC of the 6th Fleet, is a native of Yorktown, Virginia.

His deployments included service aboard USS Enterprise and USS Theodore Roosevelt, and participation in Operations Southern Watch, Enduring Freedom, and Iraqi Freedom. His awards include the Individual Air Medal and Navy Commendation Medals with combat "V" devices.

MR. JOSÉ LUIS REQUERO IBAÑEZ VOCAL General Counsel of the Judicial System



Mr. José Luis Requero Ibañez is a member of the NL Madrid Council. He gave an extraordinary speech on Thursday, April 21st, 2005, as any member invited to do so should. The subject was "Justice and the Legal System in Spain," very interesting and eye opening to those of us who are more familiar with the US-Common Law- system and sometimes find the Romanic and Napoleonic codes a little bit heavy and sour, as in coffee, to swallow. But as the Spanish popular saying once indicated: "A dónde fueres haz lo que vieres," in other words, "when in Spain do as the Spaniards..."

Mr. Requero summarized how the Judicial System in Spain is organized and how since 1978 with the instauration of the Constitution, it is self governed. He talked about the cooperation that exists between the General Counsel of the Judiciary in Spain and institutions in countries in South America and Eastern Europe, especially in fighting organized crime. He discussed the actual instruments used in the fight against Islamic terrorism since March 11th, 2004 as well as the case filed in this country against Al Quaida.

Mr. Requero Ibañez, better known in his professional circles as "Su Señoría"-Your Honor- has a law degree from the Universidad Complutense of Madrid and began his judicial career in 1982. In 1996 he was commissioned by the European Union to conduct a study on judicial and parliamentary reform in Paraguay, within the program: "The institutional modernization of Paraguay" and he was responsible for the elaboration of the study: "Judicial Power: situation, objectives and methods," which was ultimately submitted to Brussels. From 1977-1981 he collaborated with articles and studies. With the Central Press Agency, RECOPRESS.

In 2001 he was named Vocal of the Consejo del Poder Judicial.

Throughout his intensive career, he has had time to write a few books: "El Consejo General del Poder Judicial" and "Extranjería y asilo político: practica contencioso-administrativa," plus numerous studies on Administrative Law. On a personal note, Mr. Requero Ibañez is the proud father of 10 children.

ADMIRAL ROBERT J. NATTER, USN (ret.)

On June 23rd, 2005, thanks to NL member Mr. Jim Nelson's (Lockheed Martin) intervention we were honored to count Admiral Robert J. Natter (ret.) as guest speaker. Admiral Natter, whom, as NL Director Mr. James Levy, vociferously proud of being American, would not stop from pointing out during the dinner, "...commanded the world's largest navy..." by merely being in charge of a "small" fleet of 160,000 sailors and marines, 162 ships and 1200 aircraft as well as the 18 major shore stations providing training, maintenance and logistics support to the Atlantic Fleet! ... "No mean feat," he enlisted in the Naval Reserve as a seaman recruit at the age of 17 and after graduating from the Naval Academy rapidly rose through the military ranks!!

He is a recipient of the Silver Medal, four Awards of the Distinguished Service Medal, the Bronze Star Medal with Combat V and the Purple Heart amongst others. Since his command performances are so numerous we will cite the most important:

Officer in Charge of a Naval Special Warfare in Vietnam; Ship Commander and Commander of the US Seventh Fleet in Asia; First Commander of the newly established US Fleet Forces Command. (2001) He was responsible for establishing and implementing Navy-wide policies for manning, equipping and training all Atlantic and Pacific Fleet ships and aircraft squadrons.

First Naval Component Commander to the US Northern Command established in October 1st, 2002 in response to the Global war on terrorism. He exercised operational control over east and west coast Navy and Coast Guard forces conducting missions in support of homeland defense.

Admiral Natter is a distinguished graduate of the Naval War College and holds Master Degrees in Business Management and International Relations.

REAR ADMIRAL JOSÉ ANTONIO GONZÁLEZ CARRIÓN
Director of Naval Education, Spain

On July 21st, 2005 we were honored to have as guest speaker the Director of Naval Education in Spain. Present during the dinner as well was the recipient of the NLUS Award, cadet Rafael Arias Ocejó, number one in his graduating class....

According to RA González Carrión naval education is changing, adapting itself to the new technological advances. The Academy in Marín is responsible for the formation of naval officers, (the school is situated in Marín since 1943). RA González Carrión stressed the strong ties that the Spanish Navy has with the US Navy and how officers have been training in US ships, destroyers and minesweepers since the early 70's.

He commented on the new study program via Intranet, similar to a "virtual teaching course" that the Spanish Navy presented to the Naval Research Personnel Development Command at the University of Monterey, and that could also serve in their formation of officers.

RA González Carrión, born in Ciudad Real graduated from the Naval Academy with the rank of Lieutenant junior grade in July 1974. He was promoted to Captain in 2000 and received a degree from the Spanish Naval War College in 1995. He is a specialist in Naval communications and submariners.

In 1985 with the rank of Lieutenant, he was the commanding officer of the coastal minesweeper Odiel and in 1991 he commanded the submarine, Siroco, for two years with the rank of Lieutenant Commander.

His land assignments include the training of operational crews of surface ships, the chief of communications of the Spanish Mediterranean Zone and operations officer of National Sobopauth in Cartage-

na. In this assignment he was working for NATO, attached to the Spanish Submarine Nato Staff Commands. He also was professor of the Spanish Naval War College in Madrid and was nominated as the military representative in Nato Headquarters in Brussels. Having also worked in the Plans Division of the Ministry of Defense, he assumed the command of the Escuela Naval Militar in November 2001.

On September 19th 2004 he was promoted to Rear Admiral and on October 2nd he was appointed Director of Naval Education. He is a recipient of the Naval Merit Cross and holds other personal and collective awards.

CAPTAIN NIGEL DEDMAN, R.N.
British Defense and Naval Attaché

English member and newly appointed Treasurer Mr. Stewart Cusden, (who took the coffers from Navy Leager par-excellence, Past President, Mr. James Dodson), was responsible for bringing to the NL a little bit of history on November 20th, 2004:

TRAFALGAR was the subject of this evening's dinner. For those readers who would like to refresh your memories on the subject we propose you pick up an old history book so as not get confused with today's Red and Blue teams, -as far as we know it has always been about Great Britain, Spain and France...Captain Dedman, R.N., was very diplomatic and informative: he presented all those who attended with a complimentary miniature book on the Life and Times of Lord Nelson....

Captain Dedman joined the Royal Navy in 1971 serving on board HM Ships TENBY, ENDURANCE and NUBIAN and received the first commission of the first TYPE 42 DESTROYER, HMS Sheffield, before commencing helicopter flying train-

ing in 1976. Qualifying as an ASW Sea King observer, he served in the 824th Squadron during the final commission of the Royal Navy's aircraft carrier HMS ARK ROYAL.

He was a Flight observer on the ship HMS Kent serving in the 737th Squadron as a flying instructor of Wessex MK 3 type helicopters. In 1981, he commanded the HMS WALKERTON, a minesweeper in the Fishery Protection Squadron based at Rosyth, Scotland. In 1983, part of his flying duties as a Senior Observer was policing the Falkland Island Protection Zone following the 1982 conflict with Argentina.

Promoted to Lieutenant Commander in 1984, he attended the Spanish War College in Madrid, qualifying as well as an interpreter. He then went on to join the Nato staff of the Commander ASW Striking Force as both an aviation and ASW specialist. In 1989 he commanded the 829th Squadron on board the HMS ARK ROYAL coinciding with the front-line introduction of the Sea King MK6 and operations in support of the Gulf War.

In 1990 he was promoted to Commander and spent the next three years on the staff of the Maritime Tactical School on board HMS DRYAD. He then received an appointment to work with the Defense Export Services Organization at the Ministry of Defense promoting UK defense equipment abroad. In 1997 he returned to the HMS DRYAD, the School of Maritime Operations, as the Executive Officer and in 1999 he joined the Staff of Second Sea Lord in the Directorate of Naval Service Conditions and was also involved in the development of the Royal Navy's Personnel Strategy for the 21st Century.

Promoted to his current rank in 2001, Captain Dedman returned to the Ministry of Defense as head of Naval Section within the Defense Export Services Organization. In July 2003 he was appointed Defense and Naval Attaché to the Madrid Embassy.

In his spare time, Captain Dedman is also the co-founding Director of TRADE AID UK, a non-profit organization which provides funding for housing, health and education projects in the developing world.

MR. ANDREW H. HAZELL



Mr. George Mahl convinced businessman Mr. Andy Hazell to join the NL in 1991 and also asked him to speak to the members and share some of his secrets for a successful business... and, as any member should, he gave an excellent dissertation on the do's and don'ts for a stable relationship with the media on September 20th, 2004.... A native of New Orleans, who graduated from the University of Missouri with degrees in Business Administration and Spanish, he now owns and manages the corporate communications agency DÉDALO COMUNICACIÓN with offices in Madrid and Barcelona. He has worked on most of Spain's privatizations since 1989. Mr. Hazell talked to us as he does regularly to businessmen, on how the Spanish media works, especially outlining the make-up and functioning of large media organizations well known in this country. [↗](#)

*Biographies prepared by NL
Vice President Scott Cochrane.
"Pithy" comments by the Editor*

(continued from page 18)

natural resources; defend the harbors and the littoral infrastructure, preserve the maritime mobility and security since the terrorists could try to damage the economy of democratic countries in any way they could. This is probably the most traditional role of the Naval Forces (except the U.S. Marine Corps - USMC).

Terrorists have been trying to stop the usual movements of people and goods, not only by killing people in our countries but by weakening the economies, it being their goal to affect the welfare of democratic citizens.

But harbors are not important just because terrorists or weapons can arrive on them, they are themselves an objective. Traffic tends to be concentrated in some major cargo hubs as the infrastructure is really expensive. The top 25 ports account for 98% of all container shipments (U.S. Congress, House of Representatives, Maritime Transportation Security Act of 2002, Conference Report, H. Rept. 107-777, p.4), which are those that carry high-value cargo and 50 of the US ports account for 90% of all cargo tonnage. Ships carry 80% (more or less) of world trade by volume (OECD, Security in Maritime Transport: Risk Factors and Economic Impact, Maritime Transport Committee, July 2003.) so this is the most important means of transport for goods, so far. Harbors, being such valuable places, become part of the terrorists' objectives.

In fact, they can be "attacked" by just using a container as a recipient for chemical, biological, radiological or even nuclear weapons (CSR Report RS21293 Terrorist Nuclear Attacks on Seaports: Threat and Responses; CRS Report RS21997, Port and Maritime Security: Potential for Terrorist Nuclear Attack Using Oil Tankers.), or by sinking a medium-size ship in the harbor channel blocking traffic for months.

In any way, we should keep in mind that the new battle-space needs the close cooperation and coordination of every branch of the US Armed Forces. There is no place for jealousy and disputes between the different branches while freedom is at risk, and innocent people are being killed. All forces have to have a leading role to win this war, just as it was in World War II.

Rafael Ortega Gonzalez is Technical Director of the Spanish Atlantic Association-member of the Atlantic Treaty Association. He enjoys writing about weapons of mass destruction, technology and security. His articles have been published in Spanish magazines on the subject. [↗](#)

Membership Report

By Mr. George Mahl



Since the end of last October we are pleased to report that we have had very good membership retention. Twelve excellent applicants have been admitted to the Council while just five have left. We don't have to remind you that we are ALL members of the Membership Committee. The financial well being of the Council is wholly dependent upon increasing our roster of persons who have the potential of being Officers or Directors, and if our Editor has enough space she can include the guidelines for inclusion in the best club in town. A recent Guest of Honour, Admiral Bob Natter, stated that the Madrid Council was the best he had ever seen. Let us keep it that way!

CHRIS BROOKS. We welcome back to the fold Chris Brooks, no stranger to most of you. Chris is an Aeronautical Engineer and is occupied as a Director of Quality for a civil aircraft maintenance firm, Flight Line Maintenance.

He also served a stint in the RAF as a Flight Lieutenant, was a member of the Eurofighter Field Team, and the first RAF officer to study in Argentina since the Falklands conflict. – Keep them flying Chris.

STEVENS MOORE. Steve is currently the Managing Director of Corporate Finance

for Finconsult, S.A., and prior to that he was a Director of Corporate Finance for GBS Finanzas.

For those of you who have been around long enough to remember, his dad was George Moore, President of Citibank and a real Mover and Shaker in the Spanish world of Finance. So it looks like we have a chip off of the old block with us and hope that he finds the time to eventually join the team that runs the Council.

BRUCE GOSLIN. Most of you have heard about Kroll Associates, the leading firm involved in a lot of hush-hush investigations and global risk consultancy for corporations and governments. Well, their man in Madrid is Bruce Goslin and our only complaint is that we don't see enough of him as his work takes him far and wide and keeps him moving.

He had a fourteen year career with the U.S. Government as an intelligence officer serving largely in Latin America – then ten years with Kroll in Miami. Perhaps one of these days he will give us a talk on the cloak and dagger business?

ERIC SISCO. Eric Sisco is an enigma. We know that he is the President of Maersk España which forms part of the Maersk shipping company, one of, if not, the largest shipping company in the world. The trouble is that we have never seen him! With all the transport work they do for the USN, especially into the Middle East, we were hoping that he could bring us up-to date on what the prestigious firm is doing. Come on Eric, don't be bashful, come and see what we are all about.

EVA GARCIA. Eva manages the office of Lockheed Martin and is so good at it that we invited her to become one of the Council's Officers, which she graciously agreed to and is now the Council Secretary. This covers a lot of territory and she really helps the team with good suggestions, and best of all, she is bringing

in new members. At Lockheed she works closely with President Jim Nelson and supports all activities related to communications, special events, and public relations.

Prior to coming back to Spain in 2004 she worked for Segal and Harza Engineering. She's fluent in English and French as well as her native language. We are delighted to have her working with us, and best of all, she is really good looking.

JOSE ANTONIO FERNANDEZ PALACIOS. José Antonio is the new President of the Real Liga Naval Española and it is an honor and pleasure to have him with us as this enhances our close liaison with the Spanish Armada. Aside from this, he is a leading industrialist being the President of Obyesa and Urbalia, major engineers and builders.

He is also the Vice-President of the Real Asamblea de Capitanes de Yate, member of IABSE, International Association of Bridge and Structural Engineers. When not involved in the aforementioned you will find him at the Escuela Técnica de Ingenieros de Caminos, Canales, y Puertos where he has tenure as a Catedrático.

As you can well imagine he has received many honors, too numerous to mention. We welcome José Antonio and his wife Maria Cristina to the Council.

MANUEL LOPEZ LOPEZ. Among his many accomplishments, Manuel is the President of International Development Projects, Senior Advisor to Lockheed Martin, and Executive Director of AFCON (Advanced Frigate Consortium – LM-BIW-Navantia)

Other activities included that of V.P. Bazan, Senior Representative SEPI Nafta Region, Advisor to BIW-GD, Member Spanish Association of Naval Engineers and Architects, and was a recipient of the Grand Cross of the Spanish Armada.

Manuel and his wife Paula make their home in Moraleja as well as Carmel California.

AGUSTIN ALVAREZ BOUZA. We welcome back to the Council Contralmirante Bouza who took a sabbatical for while due to constant travel which kept him away from Madrid for long periods. Now that he has become and Advisor to Lockheed Martin we trust that he will settle down a bit.

Agustín, apart from having served in the Armada is a Naval Architect. While with Armada he served on minesweepers and destroyers, Chief of Naval Systems, Chief of Propulsion in Ferrol, etc., etc. All told, a very distinguished career which earned him the Gran Cruz de Merito Naval and the Gran Cruz de San Hermenegildo.

And as good sailor, he and his wife María Louisa found time to raise five fine children.

ANTONIO PEREZ DE LUCAS. Antonio is the new Director Técnico and Vice President of Navantia (formerly IZAR), and replaces José Ramón López who has retired.

He is a Naval Engineer and in his current duties he is responsible for all military vessel design which is now concentrated in Madrid. Before coming to Madrid in 1984 he was assigned to the Ferrol shipyards.

He has membership in both the Colegio and Asociación. de Ingenieros Navales de España and lives in Madrid with his wife, Teresa. Welcome Aboard!

ANDRES FERNANDEZ ALONSO. Watch out Boeing – Here comes EADS-Casa. Andrés is head of Institutional Relations for the Military Aircraft – Defence and Security Systems Division, located in Getafe.

We don't have too much background information on Andrés but do know that he and his wife Ana make their home in Madrid. We are most pleased to have this prestigious firm on our roster and hope that Andrés will become a regular and active supporter of the Council.

ROSS MULLINS. Ross is a Vice-President of Islalink which is a firm he put together after securing many millions of Euros for financing an undersea fibreglass optic cable from Valencia to Palma de Mallorca. Considering that the major competitor was Telefónica this took some doing.

Ross has served as the CEO of several firms based in Geneva and was a V.P. of Chase Manhattan Bank. Military Service covered the period 1970-73 as a LTJG aboard the USS Courtney with the Mediterranean Sixth Fleet.

Welcome aboard to Ross and his wife, María.

ALBERTO FUENTES. Al is no stranger to most of, having been a former member who took a leave of absence for a while. He is now associated with NEXUS, an Executive Search firm and I understand he has a lot of positions open with six figure salaries (in Euros).


He served in the US Air Force, achieving the rank of Captain specializing in military aircraft maintenance.

Welcome back to Al, and if he has any of the big jobs left over please let us know.

Departing members include Joan Eischen who is on her way to Argentina, Scott Carmelitano, José Ramón López, David Young, and Javier Ribas of EDS who has promised to come back when he gets finished travelling for EDS.

July 2005

(viene de la página 8)


sé directamente que las relaciones entre EEUU y España son extremadamente sólidas y de cooperación. En el aspecto de la Marina, Navantia está construyendo submarinos que incluirán la tecnología LM/plataforma de misiles para hacerlos más efectivos. El Pentágono ha autorizado la venta de los misiles Tomahawk para ser operativos en submarinos españoles. Estamos muy agradecidos por esta oportunidad para el negocio, y felicitamos, tanto al gobierno como a los militares por haber elegido tan avanzada tecnología y así, asegurar la victoria [el ganar-ganar-ganar] para los EEUU y España. 

(continued from page 11)

Adm. Gen. Francisco Torrente

of Allied Forces in Europe, who, during the Balkan war in the 90's, would say: "One Mission. One Team. All together in. All together out." And he explained that there is no doubt that when the moment to act arrives what is important is to do it with "solidarity and cohesion". Here he expressly refers to Article I, 41-7 of the European Constitution that reiterates the commitments of Nato.

When asked about his personal relationship with the American naval officers he told me they were extraordinary and that he profoundly admires Admiral Vernon Clark, ret., with whom he has coincided on five or six occasions, "a leader and strategist that introduced an important change in the American navy" and from whom he received the Award: "Commander of the American Legion of Merit, by virtue of a merit I believe I don't deserve". He also considers as his friends Admirals Natter (ret.) and Johnson.

To finalize, in respect of the NL Madrid Council, I wanted to know if he was in agreement with the pronouncement by a US Ambassador who said while referring to the NL in 1970: "the best public relations effort that I have ever witnessed..." And then he answered that the "navy leagues unite the countries. Spain cannot be understood without the sea..., today the americans project themselves by the seas... maybe because in Madrid we have no perception of a maritime condition... but the navy leagues help understand.... the relation of the NL with the Spanish Armada is very close. Every year they invite and pay for the trip to Annapolis and Norfolk, to the best graduate of the Naval Academy in Marín. I have met the President of the US Navy League, Sheila M McNeill and I also know of the NL connection with the US Ambassador." 

Trivia

On more than one occasion you probably found yourself at a dead-end with the dinner partner on your left ...from now on we hope you always read this section- so that you may indeed become the "talk of the town" and startle your dinner partner on your right....with interesting, historical anecdotes...

The CODE OF OLÉRON (based on the sea law of Republic of Rhodes, derived from Roman law and codified just as it had been by other Mediterranean cities and states...). Richard Coeur de Lion used it at Marseille(not long ago) in 1190 while awaiting transport for his crusade to the Holy Land. William de Forz Oléron, one of the five commanders of Richard I (test yourself: who were the others?)on his expe-

dition became afterwards one of the justiciaries of the English Navy. Alfonso X introduced and adopted the same code in Castila in the XIII Century.(News traveled fast...)

"The Black Book of the Admiralty....a summary of the CODE OF OLÉRON was written in Norman-French and found hidden in an old chest somewhere circa 1874. The first part of the book dates from Edward III, the latter belongs to the reigns of Henry IV, V, and Henry VI.

Some of the laws:

Anyone that should kill another on board ship should be tied to the dead body and thrown into the sea...

Anyone that should kill another on land should be tied to the dead body and buried with it in the earth...

Anyone lawfully convicted of drawing a knife or other weapon with intent to strike another so as to draw blood, should loose his hand...

Anyone lawfully convicted of theft should have his head shaved and boiling pitch poured upon it and feathers or down should then be strewn upon it for the distinguishing of the offender; and upon the first occasion he should be put ashore....

Excerpts from NL President, Mr. Thomas Denegre's *Naval Customs - Tradition and Usage* by Leland P. Lovette, 1934.

NL Members are welcomed to contribute with comments and interesting short stories. [↕](#)

Nauticias

FROM OTHER COUNCILS IN SPAIN

BARCELONA

Our readers should know that we maintain very good relations with the NL Barcelona branch and its President, Tim Cashman. They have a nice website: www.nlbcn.org in which they announce their future and past events, ships' visits etc. On this last subject, it appears that they have had four US vessels like the USS Bannon, the USS John F. Kennedy, the USS Spruance and the USS La Salle visiting the port of Barcelona.

LEVANTE

Did you know that the Levante Council is the oldest Council in Spain and has 120 members? We did not, so Board Director Charles (Jerry) Juroe put us on the right track. And that Mrs. Dorothy Wiart is the senior member. Mr. Juroe told us that they are having a special luncheon on October 29th in honor of Ms. June Brennan, Director of the Marine Corps Relief Society at the Naval Base in Rota. The Levante Council is

making a considerable donation to the Society. Contacts for the Council: Mr. Ron MacMaster, President; Mr. John Power, Director (96-649-5228) and Mr. Havelock Nydus, Director (96-686-8386). [↕](#)

“Damn the Torpedoes! Full Speed Ahead!”

SUGGESTED READING

By Mr. James Dodson

Who said... During the Civil War, two strong Confederate forts protected the narrow entrance to Mobile Bay in Alabama. The bay area was a favored spot for Confederates to blockade-run the Union Navy. If the North was to be completely cut off foreign supplies to the South and bring an end to the war, they needed to control Mobile Bay.

On the morning of August 5th, 1864, with 14 wooden-hull frigates and four ironclad ships, Union Admiral David Glasgow Farragut approached the two forts and the entrance to the bay. In order to direct the battle from an elevated observation post, Farragut had himself tied to the mast of the USS Hartford. Sending the four ironclads in first as a shield for the wooden frigates, the Union Navy started to “run the gauntlet.”

A sailor later related that the ensuing cannonade from the forts seemed like “all the earthquakes in the world, and all the thunder and lightning going off at once.”

Then, suddenly the ironclad *Tecumseh* hit a mine (called a torpedo in those days) and exploded and rapidly sank. Its stem was seen rising out of the water, the propeller still turning as it slipped beneath the surface. Stunned, the Union battle line faltered and ships began to back up on one another.

At this point, Farragut shouted to his pilot from the rigging: “DAMN THE TORPEDOES! FULL SPEED AHEAD!” The Union fleet made it past the murderous fire of the Confederate guns and into the bay where they defeated the few Southern ships there.

Farragut was the first officer in the US Navy to receive the ranks of Vice Admiral (1864) and Admiral (1866). His statues stand in Washington, DC, New York City and Ciudadela, Menorca.

On Admiral David Glasgow Farragut and the Madrid Council of the US Navy League

“It all started on May 30th, 1970 Memorial Day, the Spanish city of Ciudadela and the Madrid Council of the Navy League of the United States jointly inaugurated a monument to Admiral Farragut in the 100th year of the Admiral’s death.

Jorge Ferragut Mezquida, father of Admiral David G. Farragut, was born in Ciudadela, Menorca in 1755. He left the island in 1772 and settled in South Carolina after several years of travelling throughout the thirteen original colonies. According to some historians, Jorge joined the colonists in the Revolutionary War because of his, shall we say, distrust of the British who had occupied Menorca... He served with distinction, first as a lieutenant and later as a major of cavalry. He used his own boat in a naval battle at Savannah, Ga. and experienced many vicissitudes, including saving General George Washington’s life at the battle of Cowpens. After the war he decided to settle in Tennessee where he married Elizabeth Shine of Scottish descent. This bond produced a son, “James” David Glasgow Farragut. Because his real father Jorge was in ill health, he was educated and reared by Commander David Porter, USN, a family friend who took him to Washington and placed him in school.

The Secretary of the Navy, Paul Hamilton, gave Farragut the promised “midshipman’s warrant” and in fact he did find himself a midshipman, at the age of 9 1/2!!!... for the next fifty years, he led apparently a normal and undistinguished naval career...

A born and bred southerner, living in Norfolk Va., Farragut had decided to move up north in 1861 when Virginia seceded from the Union... the rest is history...

“Gentlemen, I would see every man of you damned before I would raise my arm against the flag.”

Admiral Farragut at Port Hudson, Mississippi River, 1863



The reader should know that “in 1967, the Madrid Council of the USNL, ‘the civilian Arm of the Navy’ agreed to assist Ciudadela and the Navy in the project that had begun two years earlier in the restoration and construction of a plaza in the Admiral’s honor. The famed Farragut statue was created by the artist/sculptor Mrs. Mary Berry Barnes, wife of Madrid Council member William Barnes and another Madrid Council member, the architect Mr. Lu Lubroth was in charge of designing the plaza...”

...from the booklet: *The Madrid Council and Menorca* by Ed Bouffard, 1995.

Commander Brees, Assistant Naval Attaché at the US Embassy, Madrid sent us information, as we prepare for publication, that the US Department of Defense announced that the newest Arleigh Burke class guided missile destroyer, FARRAGUT, was christened on Saturday, July 23rd, 2005 during a ceremony at Bath Iron Works in Bath, Maine. Assistant Secretary of the Navy for Manpower and Reserve Affairs, William A. Navas Jr., delivered the ceremony’s principal address and Senator Susan M. Collins of Maine served as the ship’s sponsor. “In the time-honored Navy tradition, she broke a bottle of champagne across the bow to formally christen the ship “FARRAGUT.”

MEMBERSHIP CRITERIA

There are no specific requisites for becoming a member of the Madrid Council. Most of our members come from the business community or one of the professions, But we welcome applications from other fields as well.

Many of our members hold positions at the very top of their chosen vocation, but the majority have somewhat more modest accomplishments to their credit. A successful career, per se, is not a pre-requisite. As for personal qualities, some of us are outgoing and gregarious, some are more reserved, some are intellectual, while others are interested in considerably more mundane affairs.

What then do our members have in common? First of all, they are good company. They know how to listen as well as talk. They are interested in hearing other people's opinions as well as expressing their own. They may express a friendly difference of opinion with a dinner companion, but they do not get into violent arguments, nor do they attempt to impose their opinions or otherwise monopolize the conversation.

They respect the fact that the Council is primarily a social organization and do not try to conduct business during its activities or presume on the bond of shared membership to seek new clients.

While interest in military affairs varies greatly from one member to another, all our members respect the Council's charter as part of the Navy League of the United States and our commitment to support its aims and foment close relations with Spain, especially its Navy.

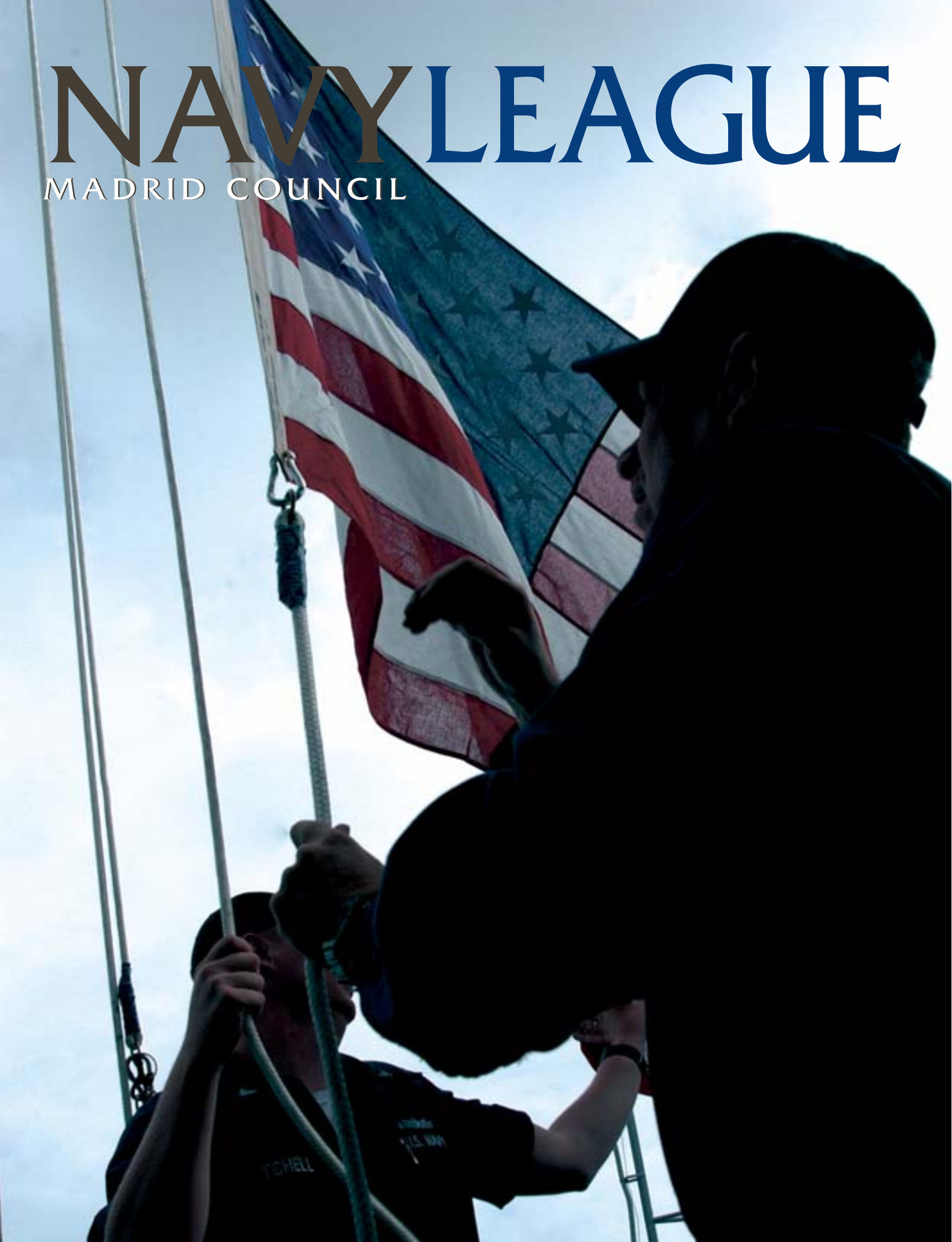
Last of all, our members share the qualities of that antiquated and much abused term, "Ladies and Gentlemen".

First, they are honourable people. Second, they are unfailingly courteous as a matter of course with their fellow members, and in particular with the Council's guests and invited speakers. As we said above, our members are good company – and they like to be in good company.

George Mahl

NAVY LEAGUE

MADRID COUNCIL



In the Arts

MARIA CARRETERO, SCULPTOR AND LANDSCAPE DESIGNER



A friend of the Navy League, Artist María Carretero - a Galician in blood and soul - lives and works in her studios in Madrid, Galicia and Lanzarote.

She has participated in many individual and collective exhibitions on a national and international level. She is an avid supporter of incorporating the ARTS in public spaces and has collaborated in seminars that promulgate this idea. She has participated in various "Bienales" of Sculpture

and Architecture: in 1991 in Buenos Aires (Architecture); in 1994 in San Francisco (Sculpture); in 1996 in Providence, RI (Sculpture). In 1997 she was invited to participate in the Conference of Architects and Open Spaces at the College of Architects of Santiago de Compostela in Galicia. She was the invited artist at the International Stone Fair -Feria Internacional de la Piedra- in 1998 and at IFEMA in 2004.

She has appeared in numerous publications and encyclopaedias, as well as in print and film.

"YAIZA is one of the most beautiful towns in Spain, located in Lanzarote, the Canary Islands. Its surroundings make it a privileged place south of the island and facing the sea. The Tower is the only defensive structure built in 1741 by the engineer Claudio L'Isle, to defend the area from corsair attacks. Eventually, it was successfully attacked by two algerian chiefs who burned it down. In 1769 during the reign of Carlos III, the islands, under the governorship of H.E.D. Miguel López Fernández de Heredia, maréchal de camp, the Tower was rebuilt. It was then used to house troops, gunpowder and two water wells. Today,

H.E.Sr.D. José Francisco Reyes, the Town's Mayor, wants to recuperate the Tower's glory by building a Naval Museum."

It is in these surroundings that artist Maria Carretero is preparing her work, "La Nave de los Conquistadores" -The vessel of the Conquerors-. For her it represents, "a vessel that permanently stayed ashore, forgetting past conflicts and presently filled with light. A ship made of stone, that will travel the seas, reflecting also the journey made by man in the course of his life in order to achieve his goals, which begin and end with his life." This sculpture is similar to the "Homage to the Pilgrim," a renovated public space converted into a 1km avenue made of cobblestones from Zimbabwe, granite and slate with designed lamps, waste baskets and fences. All of this is enhanced with the monumental figure represented by the Timeless Pilgrim in bronze that the artist made in 1996 in the French "Camino de Santiago" and in which she continues to work today as well as in other national and international projects. [↗](#)

www.mariacarretero.com



"Homage to the Pilgrim"
Villa de Sarria, Lugo
Camino de Santiago Francés



LA NAVE DE LOS CONQUISTADORES
Castillo o Torre del Águila in Yaiza, Lanzarote, María Carretero

THE EARTH'S SURFACE IS 70% WATER.
THAT'S A LOT FOR A NAVAL COMBAT SYSTEM TO COVER.

As the leading systems integrator of network-enabled naval combat systems, Lockheed Martin provides interoperable solutions for surface, air and undersea naval forces around the world. From air and maritime surveillance systems to undersea and surface combat systems, we offer proven, scalable and technologically advanced solutions for your mission-critical requirements. Partnering with you allows us to understand your specific needs and to collaboratively design inventive solutions to your challenges, now and in the future. Making sure you're covered. No matter what.

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We never forget who we're working for

