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NAVY LEAGUE OF U. S.

SHERATON-PARK HOTEL

THURSDAY, JUNE 27, 1974, 12:45 PM

KA-RARE
CARRERE,

PRESIDENT ~~GARRER~~, ADMIRAL MOORER, ADMIRAL ZUMWALT,

ADMIRAL BENDER, DISTINGUISHED GUESTS, LADIES AND GENTLEMEN.

MY GOOD FRIEND EDDIE HEBERT



IT IS A GREAT PLEASURE AND HIGH HONOR FOR ME TO BE PRESENT
TODAY WHEN YOUR GREAT ORGANIZATION PAYS TRIBUTE TO THREE OF AMERICA'S
GREAT MARITIME COMMANDERS WHO HAVE GIVEN TO THIS NATION OVER A CENTURY
OF DEDICATED SERVICE. THIS SERVICE IS NOT ONLY AN EXAMPLE TO THEIR
UNIFORMED COLLEAGUES BUT REPRESENTS THE HIGH STANDARD THAT AMERICANS
HAVE ALWAYS RECEIVED FROM THEIR MILITARY LEADERS IN BOTH WAR AND PEACE.



WITH MEN LIKE THESE AT THE HELM OF OUR MILITARY SERVICES, I CAN FULLY UNDERSTAND WHY, IN A RECENT PUBLIC POLL, THE MILITARY WAS RATED THE MOST RESPECTED INSTITUTION IN THIS COUNTRY.

I ALSO WANT TO PAY TRIBUTE TO THE NAVY LEAGUE OF THE UNITED STATES, THE CIVILIAN ARM OF THE NAVY. FOR 72 YEARS YOU HAVE CONTRIBUTED MUCH TO THE MARITIME SERVICES OF OUR NATION.



AS YOU KNOW, I HAVE BEEN IN THE GOVERNMENT FOR SOME 25
YEARS AND THE POSITIONS I HAVE HELD HAVE GIVEN ME AN INSIGHT
INTO THE CONTRIBUTIONS ADMIRAL MOORER, ADMIRAL ZUMWALT AND
ADMIRAL BENDER HAVE MADE TO THIS COUNTRY.



DURING MY YEARS OF CONGRESSIONAL SERVICE, I HAD THE VANTAGE POINT BOTH AS MINORITY LEADER AND AS A MEMBER OF THE SUBCOMMITTEE ON DEFENSE APPROPRIATIONS THAT NOT ONLY ENABLED ME TO OBSERVE THEIR WORK BUT, MORE IMPORTANTLY, TO LEARN TO KNOW THEM AND TO BE AWARE OF THEIR DEDICATION TO THE NATION AND GOALS AND AMBITIONS OF THEIR RESPECTIVE SERVICES. MY OWN EXPERIENCE IN WORLD WAR II AS A NAVAL OFFICER, I THINK, ADDED TO THE APPRECIATION THAT I HAVE FOR THE SERVICE THEY RENDERED.



AMERICA HAS ALWAYS BEEN A SEAFARING NATION. THE SEA WAS THE AVENUE THAT LED TO ITS EXPLORATION. THE SEA ENABLED IT TO SURVIVE IN ITS INFANT COLONIAL DAYS. THE SEA WAS ITS MOST IMPORTANT LINE OF COMMUNICATION, A KEY ELEMENT OF ITS SECURITY, AND THE LIVELIHOOD FOR MILLIONS OF ITS CITIZENS. THE ROMANCE OF THE YANKEE CLIPPER AND THE NEW ENGLAND WHALERS SHARED A HERITAGE WITH THE RIVER BOAT CAPTAIN AND THE BARGES THAT FLOATED DOWN THE MISSISSIPPI.



MOST OF THE WORLD'S COMMERCE MOVES ON THE HIGH SEAS, AND
TODAY -- PERHAPS MORE THAN EVER BEFORE IN HISTORY -- THE WELFARE AND
SURVIVAL OF NATIONS ARE TIED TO THE FREE FLOW OF GOODS AND RAW
MATERIALS.

WE FIND THAT WE ARE NO LONGER INDEPENDENT AND WE MUST BE
CERTAIN THAT WE DO NOT BECOME TOO DEPENDENT. RATHER WE FIND OURSELVES
IN THE SITUATION WHERE WE ARE INTER-DEPENDENT, AND THIS GROWING
INTER-DEPENDENCE IS BECOMING A BASIC FACT OF NATIONAL LIFE.



THE EXISTENCE AND FUTURE OF ALL MODERN SOCIETIES RELY
ON AN EXCHANGE OF RAW MATERIALS AND MANUFACTURED GOODS BETWEEN
SOCIETIES. THE FULL EXTENT OF THIS INTER-DEPENDENCE BECOMES APPARENT
ONLY WHEN IT FAILS TO FUNCTION AS EXPECTED. THE RECENT OIL EMBARGO
IS A CLEAR EXAMPLE. IN THIS AGE OF INTER-DEPENDENCE, FREEDOM OF THE
SEAS AGAIN BECOMES MORE THAN A SLOGAN. IT IS VITAL TO NATIONAL
SURVIVAL.



THE UNITED STATES IS AN ISLAND ALMOST SURROUNDED BY WATER.
WE ARE A "HAVE NOT NATION," LIMITED IN MANY OF THE ESSENTIAL RAW
MATERIALS. WE MUST HAVE USE OF THE SEA BOTH TO IMPORT AND TO EXPORT
MATERIALS TO KEEP OUR ECONOMY HEALTHY -- TO CONTINUE TO ENJOY OUR WAY
OF LIFE -- AND TO MAINTAIN OUR NATIONAL SECURITY.



LET ME ILLUSTRATE. BEFORE WORLD WAR II THE UNITED STATES IMPORTED ONLY A LIMITED QUANTITY OF MINERALS AND FUELS. IN FACT, THE UNITED STATES WAS A NET EXPORTER. THE STORY TODAY IS QUITE DIFFERENT, AS OUR RELIANCE ON IMPORTED MINERALS AND FUELS HAS GROWN STEADILY. FOR EXAMPLE, TODAY THE UNITED STATES IMPORTS APPROXIMATELY 100 DIFFERENT MINERALS. WE IMPORT 84 PERCENT OF OUR ASBESTOS; 100 PERCENT OF OUR MANGANESE -- ESSENTIAL FOR STEEL PRODUCTION; 86 PERCENT OF OUR BAUXITE; AND 100 PERCENT OF OUR CHROMITE.



I DO NOT HAVE TO TELL AN AUDIENCE SUCH AS THIS HOW
ESSENTIAL MANY OF THESE MATERIALS ARE TO NATIONAL DEFENSE NEEDS.
IN 1973 ALONE, THE UNITED STATES RELIED ON 100 MILLION TONS OF
MINERAL IMPORTS, AND 2 BILLION BARRELS OF OIL TO SUPPLY A CRITICAL
35 PERCENT OF OUR ENERGY DEMANDS.

THE SEA LANES ARE EQUALLY NEEDED TO EXPORT THE PRODUCTS
OF OUR FARMS AND FACTORIES. THIS IS ESSENTIAL TO OUR PROSPERITY, TO
OUR BALANCE OF PAYMENTS, AND TO PREVENT ECONOMIC DISLOCATION THAT WOULD
AFFECT 700,000 AMERICAN WORKERS IN ALL OF OUR 50 STATES.



THE HIGH SEAS ARE THE STREETS AND SUPER HIGHWAYS OF THE
WORLD. WE ARE AMONG THOSE WHO MUST USE THESE ROUTES IN FREEDOM AND
SAFETY. AS A GREAT MARITIME NATION WE BEAR A MEASURE OF RESPONSIBILITY
FOR ENSURING THAT THOSE STREETS ARE NOT ABANDONED TO OTHERS WHOSE
INTEREST DOES NOT ALWAYS COINCIDE WITH OUR OWN.



SECRETARY OF DEFENSE SCHLESINGER RECENTLY OBSERVED THAT THE QUESTION IS ONE OF NAVAL BALANCE. HE STATES, AND I QUOTE, "ONE SHOULD NOT THINK ABOUT THE NAVAL BALANCE IN TERMS OF WHO IS STRONGER, BUT IN TERMS OF THIS QUESTION: DOES THE WEST HAVE SUFFICIENT NAVAL CAPABILITIES TO CONTINUE TO USE THE SEAS RATHER THAN BEING DENIED THE USE OF THE SEAS?" *End of quote.*



I AGREE THAT WE MUST NEVER ALLOW OUR NAVAL FORCES TO REACH
A POINT WHERE THE USE OF THE SEAS OF THE WORLD COULD BE DENIED TO
THE UNITED STATES. THE SEA LANES MUST BE KEPT OPEN AND FREE. OUR
NAVAL POSTURE MUST BE SECOND TO NONE.



SEA LANES IN THE HANDS OF AN UNFRIENDLY POWER GIVES THAT
POWER THE OPTION TO STRANGLE US. SHOULD ANY NATION EVER BE ABLE TO
DENY US WORLD SEA COMMUNICATIONS, WE COULD NOT SURVIVE. REMEMBER,
OVER 98 PERCENT OF OUR INTERNATIONAL COMMERCE MOVES BY SEA. LET
US NOT FORGET THAT SEA LANES DO NOT END AT THE PORTS ALONG OUR COASTS --
RATHER THEY EXTEND DEEP INTO THE HEARTLAND OF AMERICA WHERE THE
"GREAT LAKES" AND RIVERS SERVE AS THE AVENUES OF VAST SEABORNE NATIONAL
AND INTERNATIONAL TRADE.



KEEPING THE SEA LANES OPEN IS A VITAL MISSION FOR THE
U.S. NAVY AND THE SAFETY OF OUR SHIPS IS A VITAL MISSION FOR OUR
COAST GUARD. THE NEED AND RATIONALE FOR A MODERN AND STRONG NAVY
AND COAST GUARD FLOWS FROM THESE MARITIME REQUIREMENTS. WE MUST
HAVE SUFFICIENT NUMBERS OF MODERN SHIPS, CAPABLE OF MEETING ANY
THREAT THAT COULD DENY US THE FREEDOM OF THE SEAS.



IT IS MY FEELING THAT WE NEED A BETTER UNDERSTANDING IN
THIS COUNTRY OF THE TERM "SEA POWER" AND WHAT IT MEANS TO OUR
ECONOMIC STRENGTH AND OUR NATIONAL SECURITY. I URGE YOU TO CONTINUE
TO SPEAK OUT AND SERVE AS EDUCATORS SO THAT OUR FELLOW CITIZENS
COME TO HAVE FULLER UNDERSTANDING OF THE IMPORTANCE OF THE SEAS.
THEY MUST REALIZE THAT THEIR WAY OF LIFE, THEIR JOBS, THEIR BASIC
FREEDOM AND, YES, THEIR LIVES ARE TIED TO THE WATERWAYS OF THE WORLD.



LET ME CLOSE BY SAYING TO ADMIRAL MOORER, ADMIRAL ZUMWALT,
AND ADMIRAL BENDER, OUR COUNTRY IS GRATEFUL FOR YOUR SERVICE.

TODAY WE CHART OUR OWN COURSE IN WORLD AFFAIRS FROM A
POSITION OF UNDISPUTED STRENGTH BECAUSE OF YOUR MANY SACRIFICES AND
OUTSTANDING LEADERSHIP.

YOU ARE GREAT AMERICANS; YOU ARE GREAT SAILORS, AND YOU
ARE FAITHFUL SERVANTS OF YOUR COUNTRY.

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REMARKS BY VICE PRESIDENT GERALD R. FORD
INSERTED IN SPEECH TO NAVY LEAGUE OF THE U.S.
SHERATON-PARK HOTEL, WASHINGTON, D. C., JUNE 27, 1974

I might interpolate here for a moment. I got a call about a quarter of eleven this morning from General Al Haig in Moscow. Let me just condense what Al Haig told me I think to all of you because of your deep interest in national security and efforts we're making for peace. What General Haig had to report: Number 1 - The NATO meetings in Brussels were the most encouraging in the five-plus years of this Administration. The NATO nations represented by the leaders of each nation showed a greater solidarity, a greater willingness to work with one another, not only in their mutual defense, but also in their approach to some of the other problems; notably economic difficulties that in some instances have weakened and caused some problems as far as one nation or another nation is concerned. So the meeting yesterday was most encouraging as the President went to Moscow, and according to General Haig, the warmth of the welcome there was encouraging. The President was leaving within a very few minutes to discuss privately for the first time in this visit the problems with Mr. Brezhnev. And I'll add one comment parenthetically, I asked about the President's health. General Haig said that there was no pain, the swelling had virtually subsided, and the President was in the best of spirits as he tackles some of our most important problems.

I do not have to tell an audience such as this how essential many of these materials are to national defense needs. In 1973 alone, the United States relied on 100 million tons of mineral imports and 2 billion barrels of oil to supply a critical 35 percent of our energy demands.

The sea lanes are equally needed to export the products of our farms and factories. This is essential to our prosperity, to our balance of payments, and to prevent economic dislocation that would affect 700,000 American workers in all of our 50 states.

The high seas are the streets and super highways of the world. We are among those who must use these routes in freedom and safety. As a great maritime nation we bear a measure of responsibility for ensuring that those streets are not abandoned to others whose interest does not always coincide with our own.

Secretary of Defense Schlesinger recently observed that the question is one of naval balance. He stated, and I quote, "One should not think about the naval balance in terms of who is stronger, but in terms of this question: Does the West have sufficient naval capabilities to continue to use the seas rather than being denied the use of the seas?"

I agree that we must never allow our naval forces to reach a point where the use of the seas of the world could be denied to the United States. The sea lanes must be kept open and free. Our Naval posture must be second to none.

Sea lanes in the hands of an unfriendly power give that power the option to strangle us. Should any nation ever be able to deny us world sea communications, we could not survive. Remember, over 98 percent of our international commerce moves by sea. Let us not forget that sea lanes do not end at the ports along our coasts -- rather they extend deep into the heartland of America where by Great Lakes and rivers serve as the avenues for vast seaborne national and international trade.

Keeping the sea lanes open is a vital mission for the U.S. Navy and the safety of our ships is a vital mission for our Coast Guard. The need and rationale for a modern and strong Navy and Coast Guard flows from these maritime requirements. We must have sufficient numbers of modern ships, capable of meeting any threat that could deny us the freedom of the seas.

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NAVY LEAGUE OF U. S.
SHERATON-PARK HOTEL
THURSDAY, JUNE 27, 1974, 12:45 PM

FOR RELEASE ON DELIVERY

President ~~Carrere~~, Admiral Moorer, Admiral Zumwalt, Admiral Bender, distinguished guests, ladies and gentlemen.

It is a great pleasure and high honor for me to be present today when your great organization pays tribute to three of America's great maritime commanders who have given to this nation over a century of dedicated service. This service is not only an example to their uniformed colleagues but represents the high standard that Americans have always received from their military leaders in both war and peace. With men like these at the helm of our military services, I can fully understand why, in a recent public poll, the military was rated the most respected institution in this country.

I also want to pay tribute to the Navy League of the United States, the civilian arm of the Navy. For 72 years you have contributed much to the maritime services of our nation.

As you know, I have been in the government for some 25 years and the positions I have held have given me an insight into the contributions Admiral Moorer, Admiral Zumwalt and Admiral Bender have made to this country. During my years of congressional service, I had the vantage point both as Minority Leader and as a member of the Subcommittee on Defense Appropriations that not only enabled me to observe their work but, more importantly, to learn to know them and to be aware of their dedication to the nation and goals and ambitions of their respective services. My own experience in World War II as a Naval officer, I think, added to the appreciation that I have for the service they rendered.

America has always been a seafaring nation. The sea was the avenue that led to its exploration. The sea enabled it to survive in its infant colonial days. The sea was its most important line of communication, a key element of its security, and the livelihood for millions of its citizens. The romance of the Yankee Clipper and the New England whalers shared a heritage with the river boat captain and the barges that floated down the Mississippi.

Most of the world's commerce moves on the high seas, and today -- perhaps more than ever before in history -- the welfare and survival of nations are tied to the free flow of goods and raw materials.

We find that we are no longer independent and we must be certain that we do not become too dependent. Rather we find ourselves in the situation where we are inter-dependent, and this growing inter-dependence is becoming a basic fact of national life.

The existence and future of all modern societies rely on an exchange of raw materials and manufactured goods between societies. The full extent of this inter-dependence becomes apparent only when it fails to function as expected. The recent oil embargo is a clear example. In this age of inter-dependence, freedom of the seas again becomes more than a slogan. It is vital to national survival.

The United States is an island almost surrounded by water. We are a "have not nation," limited in many of the essential raw materials. We must have use of the sea both to import and to export materials to keep our economy healthy -- to continue to enjoy our way of life -- and to maintain our national security.

Let me illustrate. Before World War II the United States imported only a limited quantity of minerals and fuels. In fact, the United States was a net exporter. The story today is quite different, as our reliance on imported minerals and fuels has grown steadily. For example, today the United States imports approximately 100 different minerals. We import 84 percent of our asbestos; 100 percent of our manganese -- essential for steel production; 86 percent of our bauxite; and 100 percent of our chromite.

I do not have to tell an audience such as this how essential many of these materials are to national defense needs. In 1973 alone, the United States relied on 100 million tons of mineral imports and 2 billion barrels of oil to supply a critical 35 percent of our energy demands.

The sea lanes are equally needed to export the products of our farms and factories. This is essential to our prosperity, to our balance of payments, and to prevent economic dislocation that would affect 700,000 American workers in all of our 50 states.

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It is my feeling that we need a better understanding in this country of the term "sea power" and what it means to our economic strength and our national security. I urge you to continue to speak out and serve as educators so that our fellow citizens come to have fuller understanding of the importance of the seas. They must realize that their way of life, their jobs, their basic freedom and, yes, their lives are tied to the waterways of the world.

Let me close by saying to Admiral Moorer, Admiral Zumwalt, and Admiral Bender, our country is grateful for your service.

Today we chart our own course in world affairs from a position of undisputed strength because of your many sacrifices and outstanding leadership.

You are great Americans, you are great sailors, and you are faithful servants of your country.

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INSERTED IN SPEECH TO NAVY LEAGUE OF THE U.S.
SHERATON-PARK HOTEL, WASHINGTON, D. C., JUNE 27, 1974

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Rev Navy League of U.S



For Rebecca Delaney

Admiral
President Garrar, ~~Chairman~~ Moorer, Admiral Zumwalt, Admiral

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Let me illustrate. Before World War II ^{imported only a limited quantity of minerals & fuels.} the United States ~~was a~~ ^{In fact, the United States was a} net exporter. The story today is quite different, as our reliance on imported minerals and fuels has grown steadily. For example, today the United States imports approximately 100 ^{different} minerals. We import 84 percent of our asbestos, 100 percent of our manganese -- essential for steel production ~~to~~; 86 percent of our bauxite; and 100 percent of our chromite.

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