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Greek deal with creditors raises the bar... now it's time to jump

> THE SKY'S THE LIMIT

Admiral Sir George Zambellas talks about his distinguished career in the Royal Navy, running a £6 billion a year business



> GREEK ECONOMY CONUNDRUM

Professor Evi Pappa analyses what needs to be done to cure the country of its long-term fiscal ills and see a return to growth



> A MAN OF MANY TALENTS

Geopolitical risk expert John Sitalides speaks about his long career, the Greek Diaspora community and pressing global issues



> BATTERED AND BRUISED

Aristotelis Karytinis, CEO of NBG Pangaea REIT, gives his take on the beleaguered Greek real estate market



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The sky's the limit

Business File talks to Admiral Sir George Zambellas, a British-Greek who started his distinguished career in the Royal Navy as a helicopter pilot and reached the dizzy height of First Sea Lord and Chief of Naval Staff, running Britain's globally-respected Royal Navy, a £6 billion a year business with 30,000 people, including the Royal Marines and the Royal Fleet Auxiliary

An English First Sea Lord conjures up the image of the most well-known and quintessential British figure, Winston Churchill. How does someone with such an obviously Greek surname become a British First Sea Lord?

Firstly, I must address a common misperception. Winston Churchill was the First Lord of the Admiralty, which was a British Government ministerial position – the minister who oversaw the Navy. Sadly, that position – which started in 1628 – ended in 1964, and today the Defence Minister oversees the Navy, Army and Air Force.

However, the title of First Sea Lord, which began in 1805, is a rather wonderful name for the professional head of the Royal Navy. So, to finish the example, I would have worked for Winston Churchill.

And how did I get there? It's a long story, but my Greek father believed in 'all things British' – perhaps the early influence of his English headmaster, Mr Eric Sloman at the Anargyrios and Korgialenios School on Spetses. And, luckily for me, he invested in my English education which, combined with my passion for engineering and technology, took me first to the British aviation industry, then a desire to fly, and thus into the Navy as a pilot. Some people have suggested that the Royal

To sum up

In an exclusive interview with *Business File*, Admiral Sir George Zambellas reflects on his Greek background and his long, distinguished career in the British Royal Navy, as well as the role of an Admiral in a 21st century Navy. He also gives his views on EU and NATO naval forces and the current issues facing these forces in the Aegean, adding that NATO and the EU view things differently but they can work together. Report by **Eugenia Anastassiou**.

'My passion for engineering and technology took me first to the British aviation industry, then a desire to fly, and thus into the Navy as a pilot. Some people have suggested that the Royal Navy wouldn't have allowed the son of a Greek to get to the top job. But that's untrue. The Royal Navy has shown many times over the centuries that it is entirely meritocratic'

Navy wouldn't have allowed the son of a Greek to get to the top job. But that's untrue. The Royal Navy has shown many times over the centuries that it is entirely meritocratic.

What does a modern Admiral and First Sea Lord do?

Three things: He runs the Navy, which is a £6 billion a year business, with

30,000 people (which includes the Royal Marines and the Royal Fleet Auxiliary); He leads and develops a globally-respected, leading-edge war-fighting capability; and he advises the Government on the most effective use of the Navy and maritime force, especially in maritime security.

As the UK and Greece are both part of both the EU and NATO, what is the difference between EU and NATO naval operations?

In my view, there is a difference, which comes from the history, politics and character of each. NATO was designed and organised as a north Atlantic, and therefore trans-Atlantic, war-fighting defence organisation – and has professional roots to back up this ethos. NATO maritime forces are organised and trained accordingly. And, remember, the UK contributes naval nuclear forces to the highest end of this fighting force. EU naval operations, by comparison, are more consensus-driven, more secu-

rity-centred, and no less professional, but exist through a different politico-military construct. Each has value, and there are many areas of professional practical overlap, but they're fundamentally different.

What is your view on the deployment of NATO/EU naval forces in the Aegean, in terms of both humanitarian and utilitarian purposes?

When it comes to humanitarian intervention, there is an overlap in missions. We have seen that. Indeed, politicians and the military see the utility of the overlap. But, in raw security terms, NATO and the EU view things differently. They can work together, as they have over migration issues, or counter-piracy, or counter-terrorism. But the NATO DNA is different, reflecting its war-fighting and strategic genesis, and its political structure and obligations, such as NATO's Article 5 – which means that an attack against one NATO Ally is considered an attack on all Allies, known as Collective Defence. On this basis, NATO has standing forces on duty that contribute to the Alliance's Collective Defence efforts on a permanent basis.



Proud moment: (pictured right to left) Admiral Sir George Zambellas pictured with Britain's Queen Elizabeth II, Prince Philip, the Duke of Edinburgh, and Prime Minister David Cameron

What is your viewpoint on increasing hostilities in the north-west Aegean, between two NATO members, Greece and Turkey?

These matters have a long and complex history, and can –and must– be resolved through diplomatic endeavour. The current migration challenge, for

example, is a huge responsibility for the whole region, and is drawing all parties together, with intelligent handling, and the emergence of appropriate political and military coordination. But we all know that there are wider regional challenges, not least as to the future of Syria.

What do you plan to do after 35 years of such distinguished service?

Well, I have thoroughly enjoyed the privilege of lengthy public service, and you never really fully leave the Navy. When the super-carrier HMS QUEEN ELIZABETH (launched by Her Majesty) arrives in Portsmouth next year, and HMS PRINCE OF WALES is launched, both will be huge national events, and I will be no less proud while watching from the side.

But now it's time to turn to new ventures. I have two deep-rooted interests that remain undiminished. The first is obvious: I have leadership, delivery and problem-solving expertise to put to use in maritime security, from the global picture –how world trade and security mix, for example, through developments in maritime cyber resilience– to practical maritime security. And my second great interest is in technology and science, from the biggest, such as astrophysics, to the smallest, such as quantum mechanics – and pretty much everything in between. In other words, I have lots to do and have no intention of retiring!

Admiral Sir George Zambellas

Admiral Sir George Zambellas was Great Britain's First Sea Lord and Chief of Naval Staff from 2013 to 2016.

He was born and educated in England, to a Greek father, Michael George Zambellas and an English mother, Rosemary. His naval career started as a helicopter pilot and he is a decorated veteran of the 2001 Sierra Leone civil war. At the start of the Iraqi invasion in 2002, Zambellas served as Private Secretary to the UK Chief of Defence.

In 2006, Zambellas was appointed Transformation Chief of Staff, and redesigned the processes involved in delivering of the Royal Navy's next generation of maritime vessels and capabilities. This was followed by becoming Commander of the United Kingdom Maritime Force in 2008 and a promotion to Vice-Admiral in 2011, as well as Deputy Commander-in-Chief Fleet, Chief of Staff to Navy Command Headquarters and Chief Naval Warfare Officer.

Subsequently, he advanced to Commander-in-Chief Fleet and promoted to Admiral in 2013, in the same year he became First Sea Lord. On his appointment, the British Secretary of State for Defence praised Zambellas for his efforts in updating the strategic mindset of the Royal Navy.

After a distinguished 35-year career in the Royal Navy, Admiral Sir George Zambellas was recently honoured by Queen Elizabeth with the prestigious Knight Grand Cross of the Order of the Bath.



Distinguished career: Admiral Sir George Zambellas has had a long, distinguished career in the British Royal Navy, starting as a Navy helicopter pilot and climbing all the way to the top to become Great Britain's First Sea Lord and Chief of Naval Staff, effectively heading a £6 billion a year business with 30,000 people