

1992

## Marine 2000

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### Recommended Citation

Terzibaschitsch, Stefan and Jopp, Heinz Dieter (1992) "Marine 2000," *Naval War College Review*: Vol. 45 : No. 2 , Article 34.  
Available at: <https://digital-commons.usnwc.edu/nwc-review/vol45/iss2/34>

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be taken." Antisubmarine warfare will move from the ping and beep era to the microprocessor in the next generation.

Turning to the unmanned underwater threat, the mine, the editor quite correctly states that "the sea mine is one of the most cost-effective weapons, being small and cheap in comparison to other weapon systems. It is easy to deploy, easy to hide and creates a physical and psychological effect out of all proportion to its cost and size." Recent events in the Persian Gulf demonstrate the truth of the editor's words beyond the powers of this reviewer to elaborate upon.

The richness and quality of its contents notwithstanding, the price of \$210 does cause a potential buyer to ponder: who will buy this book? Certainly, authors of techno-thrillers will find it invaluable to ensure the required authenticity of their work. Beyond that, any antisubmarine warfare organization, command, fleet, or development agency will require a copy both to assess the competition and contemplate the ugly trends in underwater threats.

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Jopp, Heinz Dieter. *Marine 2000* (Volume XVIII of "Aktuelle Materialien zur Internationalen Politik," Stiftung Wissenschaft und Politik, Ebenhausen). Baden-Baden, Baden-Wurtemberg, Germany: Nomos Verlagsgesellschaft, 1989. 250pp. DM 25.00 \$15 (approx.)

*Marine 2000* went to press in 1987, which means that the impact of the decline of the Eastern bloc on political and naval strategy is not reflected. However, this does not detract from its relevance. Jopp, a commander in the German Navy, has succeeded (though from a formal point of view) in clearly structuring the subject matter. His four main topics are: "The function of modern sea power in the nuclear age"; "Technological developments for surface warfare"; "Technological developments for underwater warfare"; and "Possible changes to naval campaigns due to new technologies."

The title's reference to the future is indicative of its contents. The author discusses what is available in naval technology and shipboard combat systems, and what detected trends exist among the different sea powers. He also addresses what can be achieved with this technology (and what can not) in the event of a naval war in the twenty-first century.

However, it becomes clear that not all of this can relate to a future German navy in the year 2000. Whether due to a lack of appropriate sea platforms or a shortage of funds, the German navy is still seen to be in the role assigned to it by Nato. West Germany's retired state secretary Lothar Ruhl has correctly summed up the situation in his introduction. He writes, "*Marine 2000* does not illustrate what the German Navy could or should look like in the year 2000. . . ."

But Jopp has provided an informative text that encompasses all existing components of modern sea warfare, illustrating their effects and influence, in addition to providing his critical conclusions. The material is presented in a scientific format; numerous footnotes and a bibliography round off the text. This paperback contains many diagrams and charts that are extremely helpful in clarifying the text.

Several kinds of people should carefully study this text: experts on military policy; journalists (who often write or talk nonsense because they do not adequately inform themselves); laymen who have hitherto acquired their information solely from fleet manuals or reference books on engineering; those who enjoy maritime war games; but above all, naval officers.

It is good to know that there are still officers—even in the German Navy—who are able to find the time to discuss naval policy topics in a literary context.

I can only hope that *Marine 2000* will soon be published in English. It is well worth reading.

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Hendrie, Andrew. *Flying Cats: The Catalina Aircraft in World War II*. Annapolis, Md.: Naval Institute Press, 1989. 240pp. (No price given)

The Catalina flying boat was slow, long-enduring, and rugged. It evolved during the thirties to serve worldwide

during World War II on all continents for at least eleven nations, most notably the United States and Great Britain.

The author has done impressive research that includes official records, personal accounts, and direct correspondence. He has competently combined the often incredible stories of seaplane adventure. The Catalina adventures, however, are recounted in a rather flat, brief manner which leaves much to the imagination. Another author, Alfred Price, is without peer in describing submarine-aircraft combat. That talent applied here would have resulted in a more absorbing and perhaps much thicker book.

There is the well known story of the Catalina rediscovering the elusive German battleship *Bismarck* in May, 1941. It was a Catalina that made the initial sighting of the Japanese fleet approaching Midway in 1942, and Catalinas performed countless antisubmarine warfare missions and sea rescues, occasionally having to taxi to safe harbor themselves. As one reads, one wonders if the United States did the right thing in giving up water-capable aircraft. The Russians and Japanese still feel that they need modern seaplanes—and have them.

This is a difficult book to assess. It tends to be dry, but it is comprehensive. As a statistical reference, however, Hendrie's book assembles impressive supporting material on the operational life of the Catalina and is well illustrated with summary maps.

Finally, there is a series of appendices covering technical data, RAF