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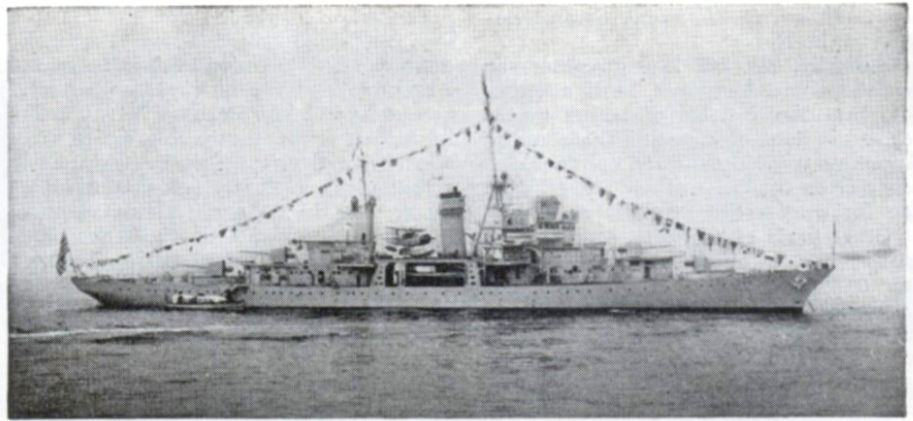


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DAMAGED BY SUB ATTACK

Navy Recruiting Bureau

The Navy Department announced November 13 that the gunboat USS Erie had been damaged by an enemy submarine attack and beached off the southern coast of Curacao in the Dutch West Indies. No report of casualties had been received at that time.

the great new adjunct to our armed bodies, psychological warfare. And finally, the author insists upon the unconditional surrender of the Axis powers, never to accept a postponement peace or a compromise.

Despite the alarmist attitude in many spots, despite his 16-inch guns on submarines, and despite his approach of the facts from the black side, Mr. Ziff's book has helped to create air-mindedness in the minds of the American people. The very fact that today's thousands of planes are bombing the Axis is proof that Mr. Ziff's opinions are widely supported. And every reader will agree that if the Battle of Germany is fought now the Battle of America never will be.

A LAYMAN'S GUIDE TO NAVAL STRATEGY,
by Bernard Brodie—Princeton University Press, Princeton, N. J.—\$2.50.

Reviewed by RICHARD A. SHAFER

Mr. Brodie, who several years ago authored *Sea Power in the Machine Age*, which has already become a classic in naval literature, in his latest book adds a few more items to the catalogue of aircraft successes when pitted against capital ships. A few days after Pearl Harbor Jap torpedo fliers sank the British REPULSE and PRINCE OF WALES in the South China Sea. The spectacular performances of aircraft against naval units in such actions as Taranto, Crete, Pearl Harbor, indeed seemed to write *finis* to the battleship. But did they?

Mr. Brodie does not think so. His *Layman's Guide*—which in spite of its title appeals to the professional as much as to the armchair strategist—will go far in dispelling popular over-enthusiasm in regards to aircraft and in providing a sane and objective basis for the heated discussion of the aircraft versus battleship discussion.

Mr. Brodie draws an illuminating parallel between the two weapons. The artillery fire of a battleship, he admits, is limited to a range of sixteen miles at the utmost. On the other hand, an airplane carrier, by the simple expedient of putting wings onto its bombs and torpedoes, can send its artillery fire for

a distance of several hundred miles. Yet in volume and intensity the carrier's artillery fire—if that ambiguous term may be used in regard to bombs—is of necessity much lower than that of a battleship. As soon as the carrier's planes have dropped their tinfish and emptied their bomb racks, they have to return to their floating base. A battleship, however, can continue to feed its guns without interruption from a practically inexhaustible store of ammunitions.

For comparison the author points to a few events too quickly forgotten in the heat of the argument. The British battlewagon HOOD was destroyed by the smaller BISMARCK's guns, firing from a distance of thirteen miles. Again, the SCHARNHORST and GNEISENAU, while lying at Brest, were subjected almost daily to British bombings; 3,300 air attacks in all were made on the two Nazi cruisers during the ten months they were at the French port. Eventually it became too uncomfortable for them, yet they were still able to dash through the Channel under their own power in search of safer anchorage.

One of Billy Mitchell's main arguments, vociferously reiterated at his court martial, was that "four thousand fighting planes can be built for the cost of a great battleship." Mr. Brodie's counter-argument runs that ton for ton the airplane is the most expensive battle machine ever devised by man. Besides, one of the outstanding characteristics of air warfare is the terrific waste in planes it entails. Some 103 Jap fliers participated in that final attack on the LEXINGTON. Forty-three of them were shot down, nineteen by anti-aircraft fire, 24 by fighter planes. "By any standards, this is a terrific rate of slaughter." And yet, despite a number of direct hits, the old Lex was able to maintain her position within the escort flotilla at her regular cruising speed. The end did not come until the fires in her interior led to the explosion of her airplane gasoline tanks.

What is generally overlooked in the debate of the relative virtues of surface and aircraft is the strategic fundamental that "the object of naval warfare is to control maritime communica-