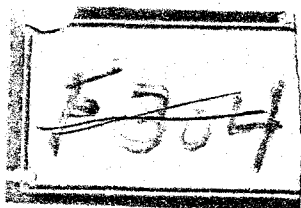


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CRUISERS

U. S. F. 20

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COMMANDER CRUISERS, SCOUTING FORCE

AND

COMMANDER CRUISERS, BATTLE FORCE

1941

Keprint 1944

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**CURRENT TACTICAL ORDERS
CRUISERS**

U. S. F. 20

**COMMANDER CRUISERS, SCOUTING FORCE
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1941

Reprint 1944

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U. S. F. 20

UNITED STATES FLEET
CRUISERS, SCOUTING FORCE
U. S. S CHICAGO, Flagship

Pearl Harbor, T. H.,
20 January, 1941.

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G. J. ROWCLIFF,
Rear Admiral, U. S. Navy,
Commander Cruisers, Scouting Force,
United States Fleet.

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CHAPTER I

EMPLOYMENT AND ORGANIZATION

GENERAL

100. The tactical orders contained herein supplement the instructions contained in F.T.P. 183 and 188, and are to be read in connection therewith. They will govern the maneuvers of formations (as distinguished from dispositions) composed wholly of cruisers. They purport to utilize the tactical qualities of ships of this type with special consideration for their probable and peculiar employment. Those articles of F.T.P. 183 which are supplemented by these instructions are indicated by numerals in the text.

101. Attention is invited to U. S. F. 21 which contains further pertinent material.

102. All line officers in cruisers, particularly those who stand watch underway, are to be familiar with the contents of this publication and of F.T.P. 183 and 188. They are expected to understand perfectly Chapters I and II herein, and Chapters I to V inclusive, F.T.P. 183.

103. Special cruiser formations, plans and procedures contained herein are designated by letter "C" followed by a numeral. They may be ordered by appropriate signal such as, "Form cruiser formation number.....". or "Use plan indicated".

CRUISERS - ORDER AND ORGANIZATION

110. Order of Ships in Divisions.

(a) **Column:** The natural order of ships in a division is based on seniority of commanding officers, excluding the commanding officer of the flagship which is always number one. The natural order in column from van to rear for a division of five ships is 1, 3, 2, 4, 5; for a division of four ships 1, 3, 2, 4; for a division of three ships 1, 3, 2; for a division of two ships 1, 2.

Note: - When ships are in column, the natural order as defined in the article above must not be confused with the numerical order defined in Article 437, F.T.P. 183 (for man overboard, or similar emergency, for fire distribution, and for scatter plans, etc.).

(b) **Scouting Line:** The natural order of ships from left to right for a division of five ships is as follows: 4, 2, 5, 1, 3, facing in the direction of the initial scouting course when scouting by direct method, or facing the direction of the enemy in the flank and patrol methods; for a division of four ships the order is 4, 2, 1, 3; for a division of three ships the order is 2, 1, 3; for a division of two ships the order is 2, 1.

(c) **Screening Line or Arc:** The natural order of ships for a five ship division is 4, 2, 5, 1, 3, reckoned clockwise from the force screened; for a four ship division 4, 2, 1, 3; for a three ship division 2, 1, 3; for a two ship division 2, 1.

(d) Occasions arise when casualty, assigned duty or routine task activity causes a ship to leave the close formation, the screen or the scouting line, thus entailing reorganization. Unless otherwise directed cruisers will be guided by the following principles:

- (1) In case of doubt as to duration it will be assumed that the absence is temporary and that therefore the existing organization, distribution and tactical order will persist until otherwise directed.
- (2) In close formation physical gaps will be closed or opened for ships leaving or joining, as appropriate; and if the duration is known to be permanent a new organization and order is effective at once. Revision of the tactical order unless specifically directed will occur only in or on forming a close formation.
- (3) If in a screen in mutual sight contact the existing organization and order will persist until orders are received revising it, station units adjacent to the gap adjusting position to divide the task of the absent unit as nearly equally as the situation permits.
- (4) If on a scouting line, presumably out of mutual sight contact, the existing organization and order will persist until orders are received revising it, station units adjacent to the gap maintaining position according to plan. It may be expected that orders will be received to close the gap appropriately, but not to change the order of station units.

- (5) The force flagship, when operating as a separate unit, and when conforming to a tactical movement or directed by Force Commander to join a cruiser unit, takes position as the last ship so as to be able to drop out or join freely, and should be considered as an extra ship of the tactical unit joined. Thus if there are two ships present forming a section of a division the force flagship becomes the third ship of the logical section, not a separate section. This arrangement is apart from the case in which the force flagship acts tactically as a one ship division.

111. Section Organization.

Unless otherwise designated, the first section of each division will consist of the first two ships in the natural order and the second section of the remaining ships or ship.

112. Order of Sections in a Division.

The natural order of sections from van to rear is 1, 2; and from right to left is 1, 2, when disposed in line or on a scouting line or screen.

113. Order of Divisions, Heavy Cruisers.

- (a) **Compound Formations:** The natural order of divisions from van to rear is 4, 6, 7, 5. If in line of divisions or a formation approximating it, natural order of divisions from right to left is 4, 6, 7, 5.
- (b) **Scouting Line:** The natural order of divisions from right to left is 4, 6, 7, 5, facing in the direction of the initial scouting course when scouting by direct method, or facing the direction of the enemy in the flank and patrol method should the ships turn to scout towards the enemy.
- (c) **Screening Line or Arc:** The natural order of divisions is 5, 7, 6, 4, reckoned clockwise from the force screened.

114. Order of Divisions, Light Cruisers.

- (a) **Compound Formations:** The natural order of divisions from van to rear is 9, 3, 8.
- (b) **In line of divisions, or a formation approaching it,** the natural order of divisions from right to left is 9, 3, 8.
- (c) **Scouting Line:** On a scouting line, the natural order of divisions, from right to left, facing in the direction of the initial scouting course is 9, 3, 8.
- (d) **Screening Line or Arc:** On a Screening Line or Arc, the natural order of divisions, reckoned clockwise from the force screened is 8, 3, 9.

115. In the event that a scouting line or screen of single ships is formed from a line of sections or equivalent formation, or vice versa, ships will spread and assemble so that the order of ships from left to right is as prescribed in paragraph 110(b); and so that the first section in column will be ships 1, 3, and the second section the remaining ship or ships. This order of ships will persist even though one section spreads while the other is assembled for support.

116. Squadron Organization, Heavy Cruisers.

Unless otherwise directed, Squadron One will consist of Cruiser Divisions FIVE and SEVEN (SIX if SEVEN is absent); Squadron Two of Cruiser Divisions FOUR and SIX. The senior division commander in each squadron will exercise tactical command of that squadron.

117. Squadron Organization, Light Cruisers.

There is no standard squadron organization for light cruisers. Should occasion demand, a temporary organization will be established by signal.

118. Unless otherwise directed, the order of ships, of sections, of divisions and of squadrons will be natural order. The senior officer of a cruiser unit is authorized to modify the order of ships, or of subdivisions in his unit, when such modification is better suited to his task.

119. Force Flagship (When operating as a separate unit).

- (a) For tactical purposes, the Force Flagship, when operating as a separate unit, will not be considered a part of any cruiser division unless specifically so directed by higher authority.
- (b) When assigned to a division, it will take position as last ship of that division.
- (c) When acting as an independent flagship within the cruiser formation, it will be considered as a division of one ship.

CHAPTER II

FORMATIONS AND MANEUVERS

DEFINITIONS

200. (a) Standard distance is 600 yards. (Art. 189, F.T.P. 183)
- (b) Additional distance is 200 yards. (Art. 193, F.T.P. 183)
201. (a) Standard interval is 2,600 yards. (Art. 195, F.T.P. 183)
- (b) Additional interval is 200 yards. (Art. 1101, F.T.P. 183)
- (c) Full interval is as defined in Article 1102, F.T.P. 183, using 200 yards additional interval.
- (d) When in column or when on one flank of a line of bearing, the interval for a force flagship acting independently within the cruiser formation will be 800 yards. In the event of a maneuver requiring an increase in this interval to make room for an adjacent division, the force flagship will be responsible for taking the necessary action.
202. In station keeping, tolerance allowed will be 60 yards for all distances and intervals, observing the principle that it is preferable that an individual ship be inside the prescribed distance, and that a unit guide be outside the prescribed interval. (F.T.P. 183, Art. 211).
203. The above prescribed tolerance is for use in formations in fleet or force dispositions where station keeping, space and areas are of concern, particularly to adjacent units. They do not apply to those dispersed and loose cruiser formations where position, course, speed, gunfire and other tactical considerations are paramount.
204. Steerageway is 6 knots. (Art. 1107, F.T.P. 183).
205. Standard tactical diameter is 1,000 yards. (Art. 1116, F.T.P. 183).

MANEUVER INSTRUCTIONS

CRUISERS

SIMPLE FORMATIONS

210. The provisions of F.T.P. 183 concerning maneuvers in SIMPLE FORMATIONS will govern except as covered by the following supplemental instructions. The articles in F.T.P. 183 which are supplemented are indicated in parentheses opposite each evolution.

211. CHANGING DISTANCE. (Articles 348, 349, 359, 360 F.T.P. 183)

To open or close distance in line or line of bearing, use full or flank speed, according to the distance to be gained, except that in opening distance no ship shall take a speed greater than that taken by any ship farther from the guide than herself.

212. TO FORM LINE OF BEARING FROM LINE. (Article 354, F.T.P. 183)

- (a) To gain bearing take full speed and course angle determined by maneuvering board.
- (b) To lose bearing take 4/5 of the speed of the guide and the smaller of the two course angles determined from the maneuvering board, resuming guide's speed when necessary to insure finishing in position. In some cases the time at 4/5 speed will be short; in borderline cases standard speed may be held throughout.

213. TO FORM COLUMN FROM LINE OF BEARING. (Article 364, F.T.P. 183)

- (a) If the original line of bearing is forward of the beam of the guide, this maneuver normally will not be ordered in one step.
- (b) When the original line of bearing is between 90° and 105° right or left, take the smaller of the two course angles determined from the maneuvering board and 4/5 the speed of the guide until it is necessary to resume the speed of the guide to finish the maneuver in position.
- (c) When the original line of bearing is between 105° and 120°, right or left, take course angle 35°. Take 4/5 the speed of the guide until it is necessary to resume the speed of the guide to finish the maneuver in position.
- (d) When the line of bearing is 120° or greater, right or left, ships other than the guide, and that next adjacent to the guide, maintain the speed of the guide and turn to the line of bearing until time to turn back to the initial course in the track of the guide. The ship next adjacent to the guide turn toward or to the line of bearing and then resume the guide's course in time to finish in the wake of the guide.

214. TO FORM ANOTHER LINE OF BEARING FROM LINE OF BEARING.
(Art. 367, F.T.P. 183).

When the maneuver requires gaining bearing, the ship nearest the guide take full speed and the course angle determined by maneuvering board, and ships farther from the guide take full or flank speed as the situation demands, but no ship shall take a speed in excess of that taken by a ship farther from the guide than herself. When the maneuver requires losing bearing, take 4/5 the speed of the guide and appropriate course angle until necessary to resume guide's speed to finish the maneuver in position.

COMPOUND FORMATIONS

220. Chapter IV, F.T.P. 183, will apply to maneuvers for compound formations of cruisers, subject to the supplemental instructions contained in the following articles.

221. The following general rules will apply for determining course angles and speed changes by units other than the guide or base unit:

- (a) Evolution units will perform evolutions in such manner that the formation as a whole will complete the maneuver in minimum time, except where a definite method is prescribed herein.
- (b) Flank evolution units will move in the quickest practicable manner, using course angles and speed changes as radical as maneuvering room will allow.
- (c) Evolution units nearer the base unit may move less radically, provided they complete their evolutions prior to the completion of the maneuver and avoid hampering the movements of any other unit.
- (d) These rules apply to maneuvers in compound formations without restriction except that normally speed changes of not more than plus or minus ten knots will be used.
- (e) When in fleet dispositions, the maneuver will use the minimum of sea room.

222. Units will take full interval unless a different interval is prescribed. When an interval other than full interval is prescribed, such interval will remain in effect during the current period at sea unless changed by signal.

223. Column Movements or Simultaneous Turns by Evolution Units.

Cruiser divisions not under gunfire normally will perform evolutions requiring course angles larger than 10° by simultaneous turn rather than by column movement. (Article 421, F.T.P. 183).

224. Evolutions to Drop Back in Bearing.

- (a) Cruiser divisions will perform evolutions to lose bearing as rapidly as practicable subject to the general rules, Article 221.
- (b) When the signalled maneuver gives insufficient change in the perpendicular distance between tracks to permit an expeditious one-course evolution without slowing below two-thirds the speed of the guide (as when the evolution unit has to drop back without change of interval from broad on the bow to broad on the quarter) the evolution normally will be performed as a two-course evolution at the speed of the guide. The exception to this rule occurs when the change in bearing signalled is relatively small and when circumstances do not permit performing a two-course evolution with course angles of greater than 60° , in which case the evolution will be performed as a one-course evolution at a reduced speed. Normally two-course evolutions will not be performed under fire or during gunfire.

- (c) The table of course angles (page 11) will be used as a guide in determining the course angles and speeds to be used by evolution units in dropping back in bearing without change in interval. This table of course angles and speeds should be used in conjunction with the maneuvering board to determine the exact course or courses to be steered in dropping back the bearing. The maneuvering board plot will indicate the necessary adjustment of course and speed to complete the maneuver expeditiously.

225. Evolutions to Gain Bearing.

In gaining bearing without change in interval, the evolution unit will use full or flank speed, depending upon the distance to be gained, and the course determined from the maneuvering board.

EXPLANATION OF TABLES FOR COURSE ANGLES

230. Basic assumptions used in the preparation of the following table of course angles were:

- (a) It is normally not feasible in performing close formation maneuvers, which require losing bearing, to turn more than 90 degrees from the guide's course or slow to less than two-thirds of the guide's speed.
- (b) Distance to the flank required to turn through each of the angles tabulated, and then back to the guide's course is as follows:

10° - 100 yards	60° - 800 yards
20° - 200 yards	70° - 1000 yards
30° - 350 yards	80° - 1200 yards
40° - 500 yards	90° - 1400 yards
50° - 650 yards	

- (c) The evolution prescribed should be such that it will be completed in minimum time. However, unless maneuvering room allows a two-course evolution with both course angles of at least 60 degrees, the simplicity of the one-course evolution at two-thirds or greater speed outweighs the small advantage the two-course evolution then may hold.
- (d) No evolution prescribed may require more maneuvering room than would exist if the formation were composed solely of the two-ship divisions at interval of 1400 yards.

231. Four kinds of evolutions are prescribed:

- (a) One-course evolutions at the speed of the guide (standard).
- (b) One-course evolutions at two-thirds the speed of the guide throughout. Course angles for these evolutions are shown in squares.
- (c) One-course evolutions begun at two-thirds the speed of the guide, but requiring a resumption of the guide's speed before the maneuver is completed. Course angles for these evolutions are shown in circles.
- (d) Two-course evolutions at the speed of the guide.

232. The course angles prescribed for one-course evolutions at guide's speed are those required for a relative movement direct to the new position.

233. The course angles prescribed for one-course evolutions at two-thirds speed are the maximum course angles, under the basic assumption, that can be performed without gaining excess distance to the flank. Generally they give a relative movement toward a position on the desired new track somewhat in advance of the desired final position and require that two-thirds speed be retained for a short while after the final turn back to the guide's course has been performed. It will be found that this gives a more expeditious evolution than would be the case if the course angle derived from the maneuvering board for two-thirds speed were used.

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234. The course angles prescribed for one-course evolutions begun at two-thirds speed and finished at guide's speed are also the maximum course angles, under the basic assumptions, that can be performed without gaining excess distance to the flank. Generally they give a relative movement such that if two-thirds speed were held throughout, the position finally reached on the desired new track would be somewhat behind the desired new position. The point during the progress of the evolution at which to resume the guide's speed must in each case be determined by plotting. Unit commanders may find it preferable to determine from the maneuvering board and employ the exact speed theoretically required to give the desired relative movement with the prescribed course angles, and are authorized to do so at their discretion.

235. The course angles prescribed for two-course evolutions at the speed of the guide are, under the basic assumptions, the maximum course angles with which the maneuver can be performed.

F
Relati
and In
G
Ba

0°

10°

20°

40°

50°

60°

70°

Ch

FOR DROPPING BACK IN BEARING WITHOUT CHANGE
IN INTERVAL-FOR USE BY DIVISION OR SQUADRON COMMANDERS

COURSE ANGLES ARE FOR STANDARD SPEED, EXCEPT:
ANGLES IN SQUARES ARE FOR TWO-THIRDS SPEED THROUGHOUT;
ANGLES IN CIRCLES ARE FOR TWO-THIRDS SPEED PART WAY

Present Relative Bearing and Interval from Guide of Base Unit		NEW RELATIVE BEARING FROM GUIDE																		Present Relative Bearing and Interval from Guide of Base Unit		
		Read in connection with left-hand column									Read in connection with right-hand column											
		10'	20'	30'	40'	50'	60'	70'	80'	90'	100'	110'	120'	130'	140'	150'	160'	170'	180'			
0°	2000										5T	5T	10T	30T	40T	50T	65T	80T		2000	90°	
	4000	10A	20A	30A	40A	50A	60A	70A	80A	90A	5T	60A 60T	60A 70T	60A 80T	60A 80T	90T	90T	90T		4000		
	6000 +										5T	60A 70T	60A 90T	70A 90T	70A 90T	90T	90T	90T		6000 +		
10°	2000		20A	35A			65A	70A	75A	80A	75A	5T	10T	30T	40T	50T	65T	75T		2000	80T	
	4000		30A	40A	50A	60A	70A	80A	90A	90A	90A	10T	25T	50T	65T	90T	90T	90T		4000		
	6000 +		30A	40A			70A	80A	90A	90A	90A	15T	40T	65T	90T	90T	90T	90T		6000 +		
20°	2000			20A	35A	45A	55A	60A	65A	65A	70A 60T	10T	20T	35T	50T	60T	70T		2000	70T		
	4000			35A	60A	70A	80A	90A	90A	90A	90A 70T	15T	35T	60T	80T	90T	80T		4000			
	6000 +			50A	60A	70A	80A	90A	90A	90A	90A 80T	25T	50T	80T	90T	90T	80T		6000 +			
30°	2000				15A	30A	40A	50A	50A	50A	60A 60T	70A 60T	90A 70T	10T	30T	40T	55T	65T		2000	60T	
	4000				30A	55A	70A	80A	80A	80A	90A 60T	90A 80T	90A 90T	20T	45T	70T	80T	70T		4000		
	6000 +				45A	75A	90A	90A	90A	90A	90A 80T	90A 90T	90A 90T	30T	60T	90T	80T	70T		6000 +		
40°	2000					20A	30A	35A	40A	40A	60A 60T	70A 60T	90A 70T	90A 70T	20T	30T	45T		2000	60T	50T	
	4000					30A	45A	60A	65A	80A 60T	90A 70T	90A 80T	90A 90T	90A 90T	30T	55T	70T		4000			
	6000 +					40A	60A	80A	90A	90A 70T	90A 80T	90A 90T	90A 90T	90A 90T	40T	75T	70T		6000 +			
50°	2000						10A	20A	30A	30A	60A 60T	70A 60T	90A 60T	80A 80T	70A 90T	15T	35T		2000	50T	40T	
	4000						20A	35A	50A	80A 60T	90A 70T	90A 80T	90A 90T	90A 90T	90A 90T	30T	60T		4000			
	6000 +						30A	50A	65A	90A 70T	90A 80T	90A 90T	90A 90T	90A 90T	90A 90T	45T	50T		6000 +			
60°	2000							10A	10A	10A	15A	70A 60T	70A 70T	60A 90T	70A 90T	70A 90T	20T	35T		2000	30T	
	4000							15A	25A	70A 60T	80A 70T	90A 80T	90A 90T	90A 90T	90A 90T	90A 90T	35T	40T		4000		
	6000 +							25A	40A	90A 60T	90A 80T	90A 90T	90A 90T	90A 90T	90A 90T	90A 90T	50T	40T		6000 +		
70°	2000								5A	5A	5A	60A 60T	60A 70T	60A 70T	60A 70T	60A 70T	20T		2000	20T		
	4000								5A	60A 60T	70A 60T	80A 80T	80A 90T	80A 90T	80A 90T	80A 90T	70A 90T	30T			4000	
	6000 +								10A	70A 60T	80A 70T	90A 90T	90A 90T	90A 90T	90A 90T	90A 90T	80A 90T	30T			6000 +	
80°	2000									5A	0	5T	15T	60A 60T	60A 60T	60A 60T	65T	75T		2000	10T	
	4000									5A	60A 60T	60A 70T	70A 80T	70A 90T	70A 90T	80A 90T	90T	90T		4000		
	6000 +									5A	70A 70T	70A 80T	80A 90T	80A 90T	80A 90T	80A 90T	90T	90T		6000 +		
Chapter II		10'	20'	30'	40'	50'	60'	70'	80'	90'	100'	110'	120'	130'	140'	150'	160'	170'	180'			
		NEW RELATIVE BEARING FROM GUIDE																				

— 11 —

(BLANK)

SPEED, BOILER POWER,

ACCELERATION, DECELERATION

240. Boiler powers will be prescribed by signal: "Use sufficient boiler power to permit a maximum speed of knots."

241. This signal will be interpreted to mean that sufficient boiler power will be used to permit a maximum formation speed of the specified number of knots, to meet the accelerations prescribed in the tables below for that maximum formation speed, and to allow a reasonable excess over that maximum formation speed for ordinary station keeping.

242. Ships will accelerate and decelerate in accordance with the following tables:

		INCREASE IN SPEED IN KNOTS														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
PRESENT SPEED IN KNOTS	10	1	1	1	1	1	1	2	2	3	5	5	5	5	7	10
	11	1	1	1	1	1	1	2	3	4	4	4	5	7	10	
	12	1	1	1	1	1	2	3	4	4	4	5	7	10		
	13	1	1	1	1	2	3	4	4	4	5	7	10			
	14	1	1	1	2	3	4	4	4	5	6	9				
	15	1	1	1	3	4	4	4	4	6	9					
	16	1	1	2	3	3	3	4	6	9						
	17	1	2	3	3	3	4	5	8							
	18	1	3	3	3	3	5	8								
	19	2	2	2	3	4	7									
	20	2	2	2	4	7										
	21	2	2	3	6											
	22	2	3	6												
	23	2	5													
	24	3														

TABLE A

For use when boiler power is prescribed for a maximum formation speed of 23 knots or less.

INCREASE IN SPEED IN KNOTS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
10	1	1	1	1	1	1	1	2	2	2	3	3	3	3	4	5	6	9	9	9
11	1	1	1	1	1	1	2	2	2	3	3	3	3	4	5	6	9	9	9	
12	1	1	1	1	1	2	2	2	3	3	3	3	4	5	6	9	9	9		
13	1	1	1	1	1	2	2	3	3	3	3	4	5	6	9	9	9			
14	1	1	1	1	1	2	3	3	3	3	3	4	5	8	8	8				
15	1	1	1	1	1	2	3	3	3	3	4	5	8	8	8					
16	1	1	1	1	2	3	3	3	3	4	5	8	8	8						
17	1	1	1	1	2	3	3	3	4	5	8	8	8							
18	1	1	1	1	2	3	3	4	5	8	8	8								
19	1	1	1	1	2	3	3	4	7	7	7									
20	1	1	1	1	2	3	4	7	7	7										
21	1	1	1	2	3	4	7	7	7											
22	1	1	2	3	4	7	7	7												
23	1	2	2	3	6	6	6													
24	1	2	3	6	6	6														
25	1	2	5	5	5															
26	1	4	4	4																
27	3	3	3																	
28	3	3																		
29	3																			

TABLE R

For use when boiler power is prescribed for a maximum formation speed in excess of 23 knots.

In accelerating and decelerating between 0-10 knots it becomes necessary to abandon the table. The throttle should be opened or closed immediately and chest pressures adjusted for required R.P.M. as soon as propeller speed has changed to the required R.P.M. No time allowance is prescribed.

SPECIAL FOG FORMATION

250. Cruisers normally cruise in line of division or squadron guides at full interval. If fog is encountered it may be desirable to increase the intervals. Procedure for this may be as follows:

Signal:

"Form Cruiser Formation C-50, designate a division (squadron) as base unit."

Movements required:

- (1) All divisions (squadrons) take speed 10 knots (unless other speed is signaled).
- (2) Base division (squadron) continue on course.
- (3) Other divisions (squadrons) open out by turning away from the base unit as follows: 5° in the case of unit(s) adjacent to the base unit; 10° in the case of the second unit(s) away from the base unit; 15° in the case of the third.
- (4) At the end of one hour if not sooner directed by signal all divisions (squadrons) resume prescribed course.

CRUISER DISTRIBUTIONS FOR PRESSURE

GENERAL

260. Cruiser duties after contact with the enemy or in relation to own forces are of two general types, offensive and protective. In either case the matter of relative position is important.

261. Since cruisers are apt to be separated in scouting, screening, patrolling, picketing, and since it is desirable that they be able to support each other from widely separated positions without actual assembly, which might waste valuable time and fuel, it may become expedient to prescribe distributions in relation to a focus which are accordingly indicated in the subsections below.

262. It is the intent that these distributions be used primarily in creating coordinated pressure on an enemy to gain information, to drive him in a direction, to pursue, to prevent movement, etc. They will be oriented with respect to the center of the enemy formation; either relative to the enemy existing heading or by true bearing.

263. Unless otherwise specified when used in connection with enemy forces the order of cruiser units when already dispersed as on a scouting line or in contact scouting will be as "at present" in order to avoid redistribution and crossing over; but if cruisers are assembled, the order looking toward the enemy formation will be the natural order.

264. These distributions may be used by divisions of cruisers with destroyers or other combinations for orienting coordinated joint attacks.