

RELATIVE POSITION METHOD

PLANS C11 TO C22, INCLUSIVE

265. These distributions are purely positional, without regard to own temporary formation, speed, distance, for such details are left to the immediate purpose to determine; and they are oriented relative to enemy heading. If he changes heading a new signal may be required.

266. Any one of the following directives or signals is suitable for use with the plan numbers tabulated below:

xx Attack according to plan indicated.

xx Form for attack.

xx Take stations for attack.

xx Threaten attack.

xx Take stations.

xx Drive or draw enemy in direction indicated.

Form	Ahead	Bow	Beam	Quarter	Rear
C11	1	1			
C12		1-1			
C13		1	1		
C14			1	1	
C15				1-1	
C16		1		1	
C17		1	1	1	
C18	1	1-1			
C19	1	1	1		
C20				1-1	1
C21		1-1		1-1	(i.e. surrounded)
C22		1	2	1	

The numerals 1 and 2 in the table above indicate number of units in each position.

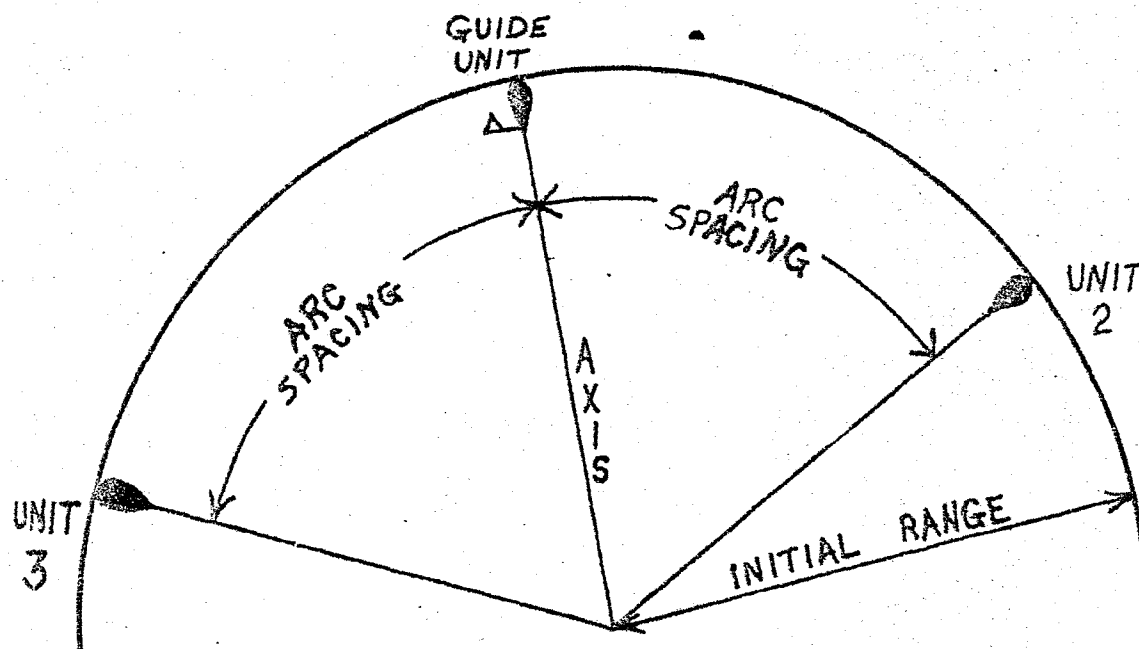
267. It will be observed that certain of these distributions may be on either side of the focus. It will be assumed that the nearer distribution is intended, unless the letter LOVE (left) or ROGER (right) is appended to the numeral. To save time plain language reference to plan number may be desirable.

268. Positions which require own ships to fire directly ahead or directly astern are used sparingly because guns bear best well off center line.

TRUE BEARING METHOD

PLAN C23

269. When it is desired to position the pressure distribution by true bearings, Plan C23 will be used as described below:



Definitions

Focus	Center of enemy formation.
Axis	The true bearing of the focus from cruiser guide or designated unit. It points in the direction pressure is to be applied.
Arc Spacing	The angular distance between units in tens of degrees right or left of the axis, from the focus.
Initial Range	The distance from the focus at which the formation is to be completed. Unless otherwise specified by signal it is 28,000 to 30,000 yards.

Signals

This plan will be placed in effect by signal:

- xx Form cruiser disposition C23 TACK THREE NUMERALS TACK ONE or TWO NUMERALS. The first (three) numeral group is the true direction of the axis. The second (one or two) numeral group is the arc spacing in tens of degrees. Changes in the direction in which pressure is to be applied will be effected by signal to rotate the axis. In execution of such signals note that the axis, as defined in this special case, rotates around the enemy focus and not own guide. Changes in initial range will be ordered by the appropriate general signal.

SCATTER PLANS

PLANS C61 to C67 INCLUSIVE

270. The scatter procedure described herein are primarily intended to provide only for the immediate necessity to break a formation, to bring guns to bear and to hamper a bombing or strafing attack on a formation. These procedures also may be used in case of attack by submarines in order to present an irregular target and to provide space for maneuvers to avoid torpedoes. The formation will be broken upon execution of the signal, "Disperse. Scatter. Plan may be indicated." If this signal is to be executed as soon as understood, EMERGENCY pennant with TACKLINE or calls should be used as prescribed in C.S.P. 734.

271. If no plan number is indicated the formation itself will indicate one of the following conventional maneuvers.

272. In each case the first action is to increase speed and to change course at least 30°. Too radical a change of course kills the speed. It is expected that after the formation is broken further changes of speed and course, or the commencement of a zigzag, will be initiated by signal. These procedures require that ships take flank speed. When boiler power has been ordered for a maximum speed less than flank speed, ships will take full speed unless other speed is signalled.

273. Scatter Plan C61

Formation - One cruiser division in column, or differing no more than 15° relative from column.

Procedure - All ships:

- (a) take flank speed;
- (b) first and third ships, turn right 45°; second and fourth ships turn left 45°;
- (c) after formation has been broken ships resume former course to the front, or other desired course, with or without zigzag, on signal by division commander.

274. Scatter Plan C62

Formation - One cruiser division or section in line, or differing no more than 15° relative from line.

Procedure - All ships:

- (a) take flank speed;
- (b) flank ships turn 60° away from the center; interior ships turn 30° away from the center; center ship (if there are three ships) turn 30° to right; interior ships (center ship) delay starting turn until flank ships have commenced turn in proper direction;
- (c) after the formation has been broken resume former course to the front, or other desired course, with or without zigzag, on signal by division commander.

275. Scatter Plan C63

Formation - One cruiser division in line of bearing greater than 15° relative from line or column.

Procedure - All ships:

- (a) take flank speed;
- (b) flank ships turn 60° away from center; interior ships turn 30° away from center; center ship (if there are three ships) turn 30° toward retired flank; interior ships (center ship) delay starting turn until flank ships have commenced turn in proper direction;
- (c) after the formation has been broken resume course to the front or other desired course, with or without zigzag, on signal by division commander.

276. Scatter Plan C64

Formation - Two, three or four cruiser divisions in column of division guides.

Procedure - Each division on signal of its division commander:

- (a) take flank speed;
- (b) division A (van) ships right 45° ;
division B ships left 45° ;
division C ships right 45° ;
division D ships left 45° ;
- (c) when formation has been broken at least 1000 yards from the former track of the column, resume course to the front or other desired course, with or without zigzag, or scatter on signal by division commander.

277. Scatter Plan C65

Formation - Two, three or four divisions in line of division guides.

Procedure - On signal by division commanders all divisions:

- (a) take flank speed;
- (b) flank divisions turn 60° away from center; interior divisions turn 30° away from center; center division (if there are three) turn 30° to right; interior (center) divisions delay starting turn until flank divisions have commenced turn in the proper direction;
- (c) after the formation has been broken and sufficient sea room is available, divisions resume former course to the front, or other desired course, with or without zigzag, or scatter on signal by division commander.

278. Scatter Plan C66

Formation - Two, three or four divisions in line of bearing of division guides.

Procedure - On signal by division commanders all divisions:

- (a) take flank speed;
- (b) flank divisions turn 60° away from center; interior division turn 30° away from center; center division (if there are three) turn 30° toward the retired flank; interior (center) divisions delay starting turn until flank divisions have commenced turn in the proper direction;
- (c) after the formation has been broken and sufficient sea room is available, divisions resume former course to the front, or other desired course, with or without zigzag, or scatter on signal by division commander.

279. Scatter Plan C67

Formation - Line of squadron columns, squadrons normally in column.

Procedure - Each division on signal of its division commander;

- (a) take flank speed;
- (b) van division right squadron - ships right 30° ; rear division right squadron - ships right 60° ; van division left squadron - ships left 30° ; rear division left squadron - ships left 60° ;
- (c) after the formation has been broken resume course to the front or other desired course, with or without zigzag, or scatter on signal by division commander.

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CHAPTER III

SCREENING

GENERAL

300. Distribution of Ships.

Cruiser divisions and, when stations are to be occupied by ships singly, ships in divisions will take stations on a screening line or arc in natural order (Articles 110(c) and 113(c) or 114(d)) unless another order is prescribed by the commander of the unit concerned or by higher authority. All ships or groups of ships should be equally spaced along the line or arc to which assigned. The position of these station units normally will be determined in accordance with the following rules:

- (a) The screening distance between ships or groups of ships, in terms of miles or degrees of arc, will be the quotient obtained by dividing the length of the assigned line or the number of degrees in the assigned sector by the number of ships or groups of ships assigned to that line or sector.
- (b) Flank ships or groups of ships will be stationed at a distance from the end or limit of the assigned line or sector equal to one-half of the screening distance as defined in (a) above.

301. Special instructions may be issued assigning cruisers to screening stations by ships, sections or divisions, or in accordance with any arbitrary screening plan ordered by the officer in tactical command.

302. Cruisers stationed in inner screens with destroyers in outer screens should observe that destroyers are in the best positions to cooperate with guns and searchlights, and that they do not mask or hamper gunfire and use of searchlights.

303. In Fleet Dispositions 2R and 2S, Heavy Cruiser stations 8-150 and 8-210 normally will be occupied by those ships of the right and left flank divisions which become the rear ships (right and left respectively) of these divisions when spread to form screen of single ship station units.

SPECIAL SCREENS FOR CARRIERS

PLANS C51 to C54 INCLUSIVE

310. If a danger bearing be given by signal as a basis for carrier screening it will be considered the median line of the sector for the original orientation and distribution of this type of screen. The danger bearing will be understood as indicating the direction from which an attack is most probable in the opinion of the originator.

311. The plans below merely provide a conventional method of readily establishing a carrier screen by a danger bearing. It is not expected that they meet all circumstances or preferences. It is expected that they will be supplemented by bridge signal.

312. Economical distribution of available units should take into consideration the speed of the carriers so as to secure a proper lead toward the van and allow for probable maneuvers. Carriers may be expected to deploy in accord with standard procedure so as to launch and recover planes, heading (or backing) into the wind in a dispersed formation. The screen should guard them and relieve them of the necessity of using guns; and normally each carrier should be screened by at least one cruiser whenever separated from the main formation.

313. Speeds and distances being given due consideration, it follows that the more distant the screen and the higher the formation speed, and the stronger the probable opposing force, the greater is the necessity for maintaining a concentration of the outer screen.

314. The order of cruisers in screening positions will be in accordance with standard cruiser procedure; it will be natural or as "at present" unless a specific screening breakup is signalled.

315. Cruiser Screen C51

Forces - 1 cruiser division or part thereof, 2 or 3 carriers, plane guards.

Sector - 60° wide normally toward danger bearing.

Close Screen - interval 2000 yards from carriers screened; units spaced to screen individual carriers toward danger bearing; may be adjusted by signal.

Deployment to Flying Positions - units of close screen break off from the rear naturally and equally, to right or left, as the case may be, to screen individual carriers, the odd unit if any remaining with carrier flag; each carrier to be screened by at least one cruiser while deployed.

316. Cruiser Screen C52

Forces - 2 cruiser divisions, 2 or 3 carriers, plane guards.

Sector - 60° wide normally toward danger bearing.

Close Screen - higher numbered (or designated) division; interval 2000 yards from carriers screened; units spaced to screen individual carriers toward danger bearing; may be adjusted by signal.

Distant Screen - lower numbered (or designated) division; interval 10 miles; assembled on danger bearing from center of carrier area. May be reoriented or spread by signal. Maintain visual contact.

Deployment to Flying Positions - units of close screen break off from the rear naturally and equally, to right or left, as the case may be, to screen individual carriers, the odd unit if any remaining with carrier flag; each carrier to be screened by at least one cruiser while deployed; distant screen maintain bearing on center of carrier area.

317. Cruiser Screen C53

Forces - 3 cruiser divisions, 2 or 3 carriers, plane guards.

Sector - 60° wide normally toward danger bearing.

Close Screen - highest numbered (or designated) division; interval 2000 yards from carriers screened; units spaced to cover individual carriers toward danger bearing; may be adjusted by signal.

Intermediate Screen - next highest numbered (or designated) division; interval 4000 yards from nearest carrier; ships equally spaced to break joints when appropriate with ships of close screen in covering spaces, by displacement by half space toward van.

Distant Screen - lowest numbered (or designated) division; interval 10 miles; assembled on danger bearing from center of carrier area; may be reoriented or spread by signal. Maintain visual contact.

Deployment to Flying Positions - units of close screen break off from the rear naturally and equally, to right or left, as the case may be, to screen individual carriers, the odd unit if any remaining with carrier flag; each carrier to be screened while deployed; intermediate screen maintain bearing from center of carrier area and 4000 yards from nearest carrier; distant screen maintain bearing on center of carrier area.

318. Cruiser Screen C54

Forces - 3 cruiser divisions, 2 or 3 carriers, plane guards.

Sector - 60° wide normally toward danger bearing.

Close Screen - highest numbered (or designated) division; interval 2000 yards from carrier screened; ships spaced to cover individual carriers toward danger bearing; may be adjusted by signal.

Distant Screen - lowest numbered (or designated) division; interval 10 miles; ships equally spaced. Maintain visual contact.

Support - intermediate numbered (or designated) division; interval 8 miles; assembled, covering the space in the distant screen nearest the danger bearing toward the van. Maintain visual contact.

Deployment to Flying Positions - units of close screen break off from the rear naturally and equally, to right or left, as the case may be, to screen each individual carrier, the odd unit if any, remaining with carrier flag; distant screen and support maintain bearing on center of carrier area; each carrier to be screened while deployed.

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CHAPTER IV

SCOUTING

SCOUTING ORDER CHECK OFF LIST

400. In organizing a search or a scouting operation, some of the following information must be understood or supplied. It is of advantage to supply as much as possible by indoctrination or by information transmitted prior to the final order for the search. A preparatory signal giving as much information as possible assists materially in preventing errors and in expediting the operation when execution is effected.

- (a) Search plan, kind and method; day, night or both.
- (b) Objective of search.
 - (1) Description of object.
 - (2) For early information or large area.
- (c) General direction of own movement or enemy movement.
- (d) Scouting Line.
 - (1) Origin
 - (2) Direction
 - (3) Interval
 - (4) Area
- (e) Composition of forces (ships, planes).
 - (1) Guide
 - (2) Order of units
 - (3) Distance
 - (4) Units per station
 - (5) Support; striking force; position
 - (6) Arming of planes
- (f) Course.
 - (1) Initial
 - (2) Scouting
 - (3) Changes; reversal
 - (4) Retirement
 - (5) Future
- (g) Speed.
 - (1) Initial
 - (2) Scouting
 - (3) Retirement
 - (4) Future
- (h) Time.
 - (1) Start operation
 - (2) Start scouting
 - (3) Change course
 - (4) Daylight or dark
 - (5) Length of flights
 - (6) Time of recovery
 - (7) End operation or search
- (i) Radius of Visibility.
- (j) Enemy.
 - (1) Position
 - (2) Time
 - (3) Course
 - (4) Speed
 - (5) Composition
 - (6) Origin; destination; intention.
- (k) Action on contact: plane down; concentration.

- (l) Action on reduced visibility.
- (m) Rendezvous, ship, planes; landing place; smooth water concentration.
- (n) Weather prediction: visibility, ceiling, force and direction wind, surface, aloft feet.
- (o) Fuel restrictions: logistic limitations.
- (p) Special orders: reports from scouts.
- (q) Zone time.
- (r) Communication organization: conditions and restrictions; RDF intelligence.
- (s) Chart reference.
- (t) Reference position, S.O.P.
- (u) Plan No.

DISTRIBUTION OF SHIPS ON THE SCOUTING LINE

410. Straight Line - one flank point and bearing.

When a straight scouting line is oriented by the establishment of the point of origin on one flank, the bearing of the line therefrom, and the linear spacing of station units, a unit (designated or understood) will occupy the point of origin and other units will be spaced therefrom.

411. Straight Line - two end positions.

When a straight scouting line is oriented by two end positions the coverage is to be divided equally among the station units so that there will be a half-distance on each flank to be covered by the flank scouts and other units are to be equally spaced correspondingly.

412. Arc - two limiting bearings.

When a scouting line on an arc is oriented by two limiting bearings from a position the coverage is to be divided equally among the station units so there will be a half unit of arc on each flank to be covered by the flank scouts and other units are to be equally spaced correspondingly.

413. Arc - base course (one case).

When a scouting line or an arc is oriented from the base course of the guide unit, the spacings on the arc being given in degrees from the base course, the guide unit will take the base course when the number of station units is odd; it will take a course one-half arc spacing to the right of the base course when the number of units is even. Other units will take stations equally spaced from the guide unit. The guide unit may be designated by signal. If not so designated it will be the unit which will be in the center when units are spread on the line if there is an odd number of units. If there are an even number of units the guide will be the right center unit. In taking station from formation, units which do not pass through the origin will allow for parallax between their actual track and the origin. Unless otherwise directed the initial scouting course to be taken at designated time will be the same as base course; and unless otherwise directed the speed to take position will be the same as present prescribed speed.

414. Straight Line - station patrol.

- (a) When a scouting line is to be established for station patrol the line will be oriented by one of the methods described above, preferably Article 410 or 411 above, as preliminary to starting the patrol at a specified time.
- (b) The initial (patrol) course, scouting (patrolling) speed, and times of first change, and intervals of subsequent changes will be indicated. If not otherwise indicated the time to begin patrol will be understood to be the same as that establishing the line.
- (c) The order on the line will be determined by the bearing of the enemy if known or indicated (otherwise by direction of own approach) so that if line turns to search toward enemy by direct method, the order will be as prescribed.

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CHAPTER V

PARAVANES

500. When paravanes are to be used during sortie from a restricted harbor, cruisers will lower the shoe into place prior to arrival at the entrance to the swept channel.

501. At sea, the following procedure is prescribed for streaming and recovering paravanes:

* STREAMING PARAVANES

Action by O.T.C.

Action by Individual Ships

(a) Make signals

- (1) "Prepare to stream"
- (2) "Steam at speed indicated".

- (1) Lower shoe into place.
- (2) Swing out paravanes, ready to stream.

(b) When all ships are ready, make signal "Stream".

- (1) Stream paravanes.
- (2) If paravanes foul or fail to stream, make signal to that effect.

(c) When ready to proceed, make appropriate speed signal.

* RECOVERING PARAVANES

(a) Make signals

- (1) "Prepare to recover".
- (2) "Steam at speed indicated".

- (1) Make preparations for recovery paravanes and shoe.

(b) When ships have slowed to 12 knots or below, signal "Recover".

- (1) Recover paravanes.
- (2) Hoist shoe clear of the water.

(c) When ready to proceed, make appropriate speed signal.

* "Affirm" will be used in accordance with Communication Instructions.

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CHAPTER VI

AVIATION

This chapter will be furnished upon the receipt of the revised copies of U.S.F. 74 and 75.