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SENIOR CLASS OF 1934

DEMONSTRATIVE CHART MANEUVER

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Naval War College
Newport, R.I.
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DEMONSTRATIVE CHART MANEUVER

MOTIVE:

Exercise in the mechanics of a War College Chart Maneuver.

NOTE: In the following problem, forces are disposed so that the mechanics of the chart maneuver in part, may be illustrated without confusion. No consideration is given to a proper strategical disposition of the forces concerned in the situation.

REFERENCES TO BE CONSULTED:

- (a) Maneuver Rules.
- (b) The Conduct of Maneuvers, pages 6 to 21 inclusive.
- (c) ORANGE Fleet -
 - (1) Ship Data Section.
 - (2) Fuel Expenditure Tables.
- (d) Airplane Characteristics.

MATERIAL USED:

- (a) Plotting Sheet, "Area Q-c".
- (b) Drawing Instruments.
- (c) Tracing paper.
- (d) War College forms (S-3, S-5, S-6, S-7, S-8, S-9, S-10).

STATEMENT OF THE PROBLEM

GENERAL SITUATION:

War exists between BLUE and ORANGE. BLUE Fleet has been assembled in HAWAIIAN waters preparatory to an advance to the Western PACIFIC. ORANGE Fleet has been concentrated in the CAROLINE and MARSHALL ISLANDS in order to oppose BLUE's advance westward from HAWAII. ORANGE forces have been disposed in accordance with the ORANGE Commander-in-Chief's General Plan.

SPECIAL SITUATION:

In accordance with the General Plan, the Striking Force under command of Rear Admiral OJ is composed of the following units:

Batrudiv One (CC-3 Flag, CC-1)
CV-2
Desdiv One (DD-75, 76, 77, 78)
Desdiv Two (DD-63, 64, 65, 66)
Subdiv Eighteen (SS-56 Flag, SS-55, SS-57)

This Task Group has been assigned a task of gaining information of the movements of BLUE Main Body West of HAWAII and on 1 May 1800 is disposed as follows:

Batcrudiv One, in column, distance 600 yards, screened by Desdiv One (Anti-submarine Screen) in latitude 15 North, longitude 175 West.

CV-2 plus Desdiv Two (Anti-submarine Screen) in latitude 15 North, longitude 170 West.

Subdiv Eighteen is disposed on a scouting line, bearing 135 from Northern Scout (SS-56) which is in latitude 20 North, longitude 173 West; scouting distance 40 miles.

All vessels have normal fuel supply (Rules A-3 and C-5, C-6) on board, clean bottoms and are steaming without paravanes.

PRELIMINARY NOTE:

Normally, the movements of surface vessels, in company and in visual touch, are reported by the Senior Officer Present on a Move Tracing (Flimsy) obtained from a chart plot; submarine forces are always reported by submarine commanders; air forces flying from carriers are reported by air force commanders, while planes operating from other surface vessels are usually reported either by the commanding officer of the vessel or by the commander of the unit to which that vessel belongs, depending upon the command assignments. In this particular demonstrative exercise the tracks of all forces of the Task Group, during a move, will be plotted on the Plotting Sheet and a tracing (flimsy) of these tracks will be handed in by each student officer when that Move is called for by the Director.

The tracks of all forces and planes, for each move, are to be plotted, in accordance with the "CONDUCT OF MANEUVERS", on the Plotting Sheet "Area Q-c".

REQUIRED:

(1) A flimsy of each move, traced from the Plotting Sheet, will be made and handed in by each student officer, when that move is called for by the Director. This flimsy is to be in exact accord with the provisions contained in the "Conduct of Maneuvers", pages 11-13 inclusive, and Maneuver Rules B-100 - 106, inclusive.

(2) "Action on Contact" (Form S-9) will be turned in with the tracing for Move 1.

(3) With flimsy No. 2, a Record of Move No. 1 (Form S-6) is to be handed in. This procedure will be continued until the end of the Maneuver, the Record of the previous Move being handed in when the flimsy for each move is called for. (Student officers will note that the Flimsy is a prediction of a move. Contacts or information received during the time covered by the Flimsy may make subsequent modification of the Flimsy necessary. The Record of Move is a history of what actually has occurred during the move).

(4) When planes are launched, a Flight Record Form (Form S-10) will be handed in.

(5) Form T-10 (Action taken on information) will be filled in and returned to the Umpire as soon as received. The Director delivers two copies of Form T-10 to the student, one copy to be filled out and returned at once, the other retained.

(6) Student officers are required to keep the fuel account of only one vessel, CC-1, during the Maneuver. When called for by the Director or at the end of the Maneuver, the following forms will be handed in:

Fuel Work Sheet (Form S-8)
Fuel Account (Form S-7)
Weather During Maneuvers (Form S-3)

CHART MANEUVERS:

Before plotting Move 1, consult "Conduct of Maneuvers", pages 10 to 14, inclusive, and Maneuver Rules A-2, A-7, A-8,

B-100 to B-106, inclusive, and C-4 to C-8, inclusive.

MOVE 1

Time: 1 May 1800 to 2 May 0600. 12-hour Move.

Weather: Wind from NE; force 3; sea smooth; visibility normal; barometer 3008; clear.

Batcrudiv One-

Course 060 degrees.
Speed 12 knots.
Keeping steam for 17 knots. (Maneuver Rules
C-105, C-106)

CV-2-

Course 075 degrees.
Speed 15 knots.
Keeping steam for 20 knots.

Subdiv Eighteen-

On surface.
Course 045 degrees.
Speed 10 knots.
Batteries being charged while running on one engine.
(Maneuver Rule I-6)

MOVE 2

Time: 2 May 0600 to 2 May 1200. 6-hour Move.

Weather: Wind NE; force 3; sea smooth; visibility normal; ceiling 10,000; barometer 3006; clear.

Batcrudiv One-

At 0600 changed course to 080 degrees.
Speed 15 knots.
Keeping steam for 20 knots. (Maneuver Rule C-105)

CV-2-

At 0600 changed course to 080 degrees.
Speed 15 knots.
Keeping steam for 25 knots.

At 0800, VS planes No. 1 and No. 2 of Squadron One were launched with orders to scout to the Northward and Southward of the carriers 0800 position to a distance of 160 miles, 1-S-1 steering a course of 350° and 1-S-2 a course of 170°. Planes are required to rejoin by 1105, CV-2 maintaining present course and speed.

Use cruising speed of planes.

Direction and force of wind as stated above.

Attention is invited to the fact that the flimsy and Aircraft Flight Record (S-10) must show speeds, courses and distances made good by planes during flight and not the courses steered.

(See Airplane Characteristics and page 12, Conduct of Maneuvers).

At 1059, CV-2 changed course to 045 degrees and steadied on that course. At 1105, 1-S-1 landed on the flying deck, and 1-S-2, in attempting to land on deck, crashed alongside, being salvaged in 20 minutes. CV-2 was stopped during this time. At 1126, CV-2 resumed course 080 degrees, and speed 15 knots. (See Maneuver Rules J-3b and J-7).

Subdiv Eighteen:

At 0600, changed course to 090 degrees, speed as before.

At 0900, all submarines submerge and reduce speed to 6 knots. Continue until end of move.

MOVE 3

Time: 2 May 1200 to 2 May 1800. 6-hour Move.

Weather: Wind ENE; force increased to 5 at 1200; sea moderate; visibility high; ceiling 10,000; barometer 3000; clear.

NOTE: See Maneuver Rules for speed reduction due to weather and sea.

Batcrudiv One-

Course 080 degrees, engine speed 15 knots. Throughout move kept steam for maximum speed.

CV-2-

Course 080 degrees. At 1200 engine speed was increased to 20 knots. Steam was kept for maximum speed.

Subdiv Eighteen-

All submarines came to surface at 1200.

At 1200, changed course to 045 degrees.

At 1200, increased engine speed to 14 knots.

MODIFIED MOVE 3

At 1345 the Commander Subdiv Eighteen received information (Form T-10) which stated that SS-56 sighted smoke in a general Northeasterly direction. He broadcasted contact report by signal (Form S-5). As a result of this contact, forces modified Move 3 as follows:

Batcrudiv One-

At 1400, changed course to 000 degrees, and engine speed to 20 knots. This course and speed was maintained to end of move.

CV-2-

At 1400, in compliance with an order received from the Force Commander, changed course to 340 degrees and engine speed to 25 knots, and maintained this course and speed to end of move.

Subdiv Eighteen-

Continued course and speed until the end of the move.
(Submit new flimsy showing the modified move from 1400 to end of move).

NOTE: Read paragraph preceding "Preparation of Flimsies" page 11, CONDUCT OF MANEUVERS, also study Rule D-7, MANEUVER RULES. This rule is especially applicable in the BOARD Maneuver when submarines are in position to attack and desire to periscope to obtain targets and bearings.

Senior Class, 1934

Demonstrative Chart Maneuver

1-6 July 1934

Group Assignment

Group A - Commander Earle

Captain Richardson
Captain Bemis
Commander Clement
Commander Van de Carr
Commander Le Clair
Commander Dessez
Commander Barry
Commander Gillam
Commander Wood
Commander Riefkohl
Captain Holeman (MC)
Major Jenkins, USMC
Major Strong, USA.

Group B - Commander Rankin

Captain Furlong
Commander Coffman
Commander Kauffman
Commander Hedrick
Commander Waddell
Commander Cooke
Commander Macfarlane
Commander Hein
Commander Zacharias
Captain Hine (SC)
Lt. Col. Matthews, USMC.
Lt. Col. Baird, USA.
Major Bull, USA.

Group C - Commander Hoey

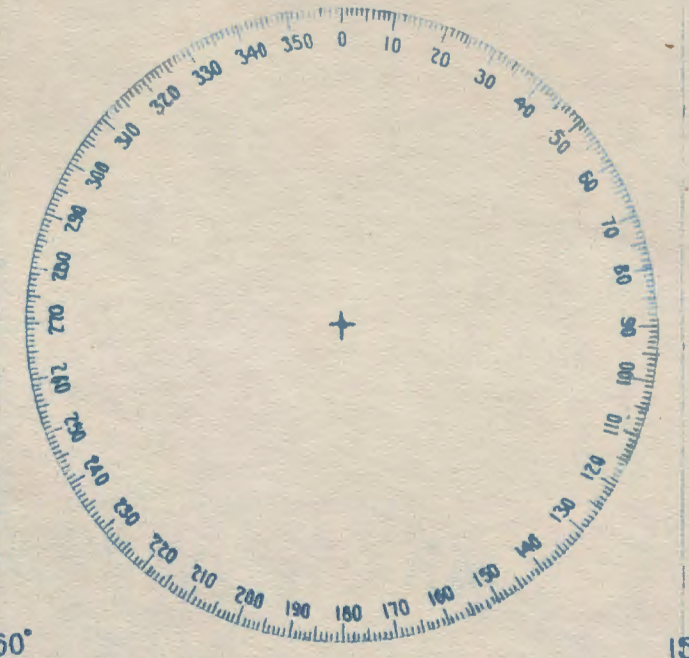
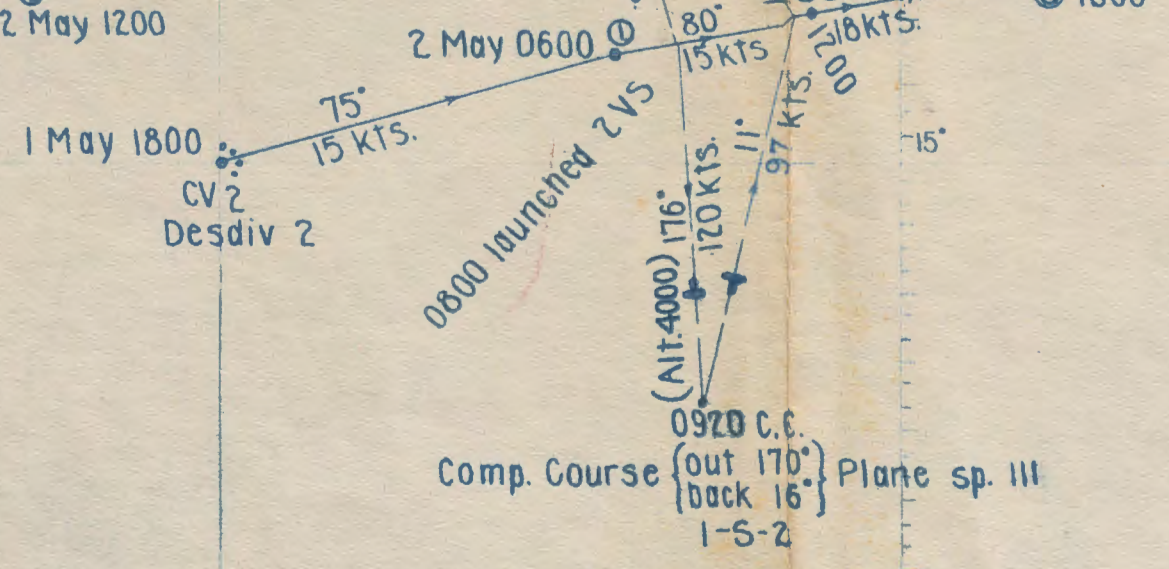
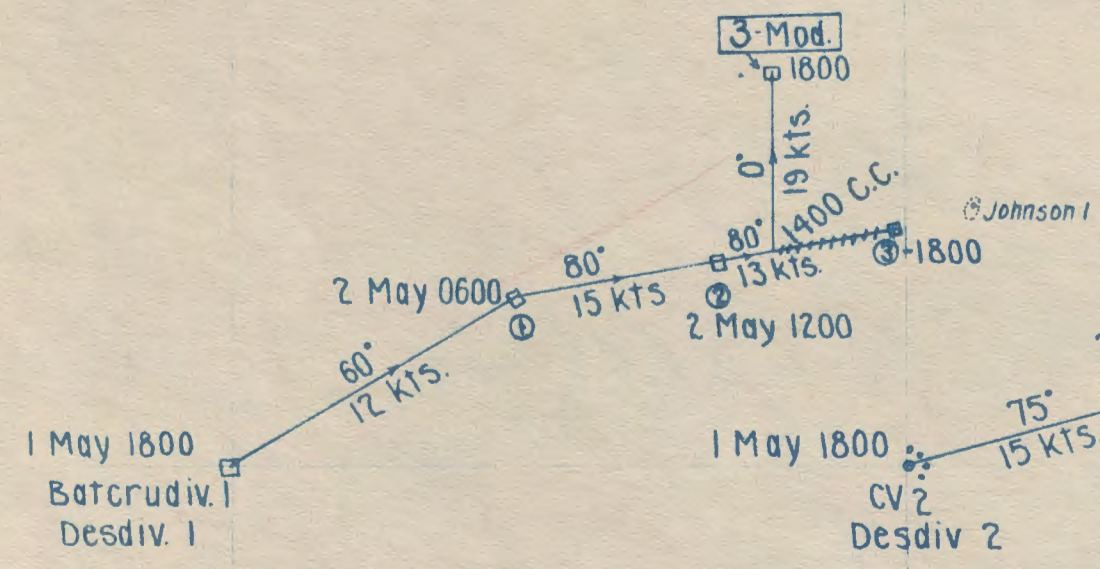
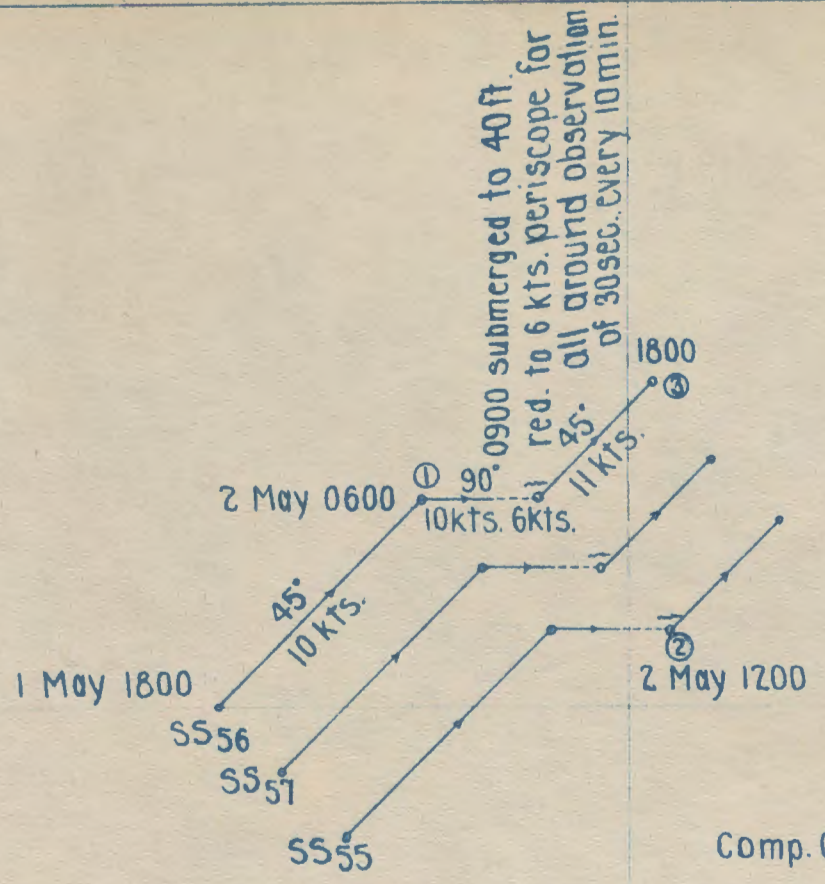
Captain Stewart
Commander Shonerd
Commander Carpenter
Commander James
Commander Maloney
Commander Van Valkenburgh
Commander Gray
Commander R.C. Smith
Commander Nixon
Commander Barr
Lt. Col. Utley, USMC
Major Hartle, USA
Major J. W. Jones, USA

Group D - Commander Griffin

Captain Towers
Commander Emmerson
Commander Hilliard
Commander Leighton
Commander Coman
Commander Deem
Commander Bright
Commander Esler
Commander Hogg
Lt. Comdr. McGuigan (CC)
Major Stephenson, USMC
Major Coulter, USA



Brooks Shoal
 French Frigate Shoals
 Necker I.
 Frost Shoal
 Madu Manu



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