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### FRENCH NAVAL TACTICS.—NO VI.

*From the United States Army and Navy Journal.*

#### FORMATIONS.

When an order of steaming (or sailing) is signalled without further directions, the regulator at the hauling down of the signal hoists the rectification flag; the other ships hoist theirs at half mast.

The regulator stops, slows down, or increases speed as circumstances require, in order to facilitate the formation.

The other ships repair to their stations, by getting on the proper bearing and distance from the regulator. As they gain their stations, they masthead their rectification flag.

If hastening to their respective stations any two ships risk fouling, they must conform strictly to the rules for the prevention of collisions.

If their courses cross at short distances, the one which sees the other to starboard gives way.

Passing a ship on the same course, care must be observed not to crowd her.

If the flag-ship be regulator, it may favor the formation by a temporary change of course. In this case, after hoisting the rectification flag, it must be half-masted and kept so until the given course is resumed.

The rectification flag is hauled down on board all the ships when the flag ships, hauling down hers, indicates that the new order is established, and that the fleet is to pursue its course.

#### EVOLUTIONS.

The different movements of a vessel under steam may be expressed as follows: 1st diminish speed; 2nd increase speed; 3rd Stop; 4th, Go ahead; 5th, Change course.

Evolution result from a combination of these movements.

Every evolution supposes the previous rectification of the last order.

When the fleet is required to increase or diminish speed to stop or to go ahead, the movements is executed simultaneously when in the line abreast, or in a line of bearing, and in succession—but in as rapid succession as possible—when in line ahead. Increase of speed in line ahead commences with the leading ship—diminution of speed by the sternmost ship of the line.

Change of course is made either simultaneously or in succession.

When the line ahead changes of course are made in succession, and executed at the place occupied by the leading ship, it constitutes a countermarch.

When a simultaneous change of course produces a change of order, it is called a simultaneous movement.

Simultaneous changes of direction take the name of conversions, when all the ships combine their movements of turning in such a manner that they all come on the new course without changing the order.

To execute a countermarch the leader should be prompt in the use of her helm, and right it in time to steady the ships on her new course.

The ships which follow continue their course until they reach the point where the leader had commenced her movement. They then describe—having due regard to the coefficient of helm,—the same circle as the leader.

Simultaneous movements should be executed by all the vessels at the same time and with the utmost exactitude. The amount of helm required to describe equal curves should be used promptly the instant the signal is hauled down.

A simultaneous movement by a squadron or division commences by signal from its commanding officer.

Conversions may be determinate or indeterminate.

Conversions are determinate when it is known beforehand the point of compass at which the movement will terminate.

The determinate conversions is made by hoisting the compass signal by itself.

Indeterminate conversions result from a change of course, the compass signal showing at what point the movement is to terminate, not being shown beforehand.

The determinate conversion is executed as follows: At the moment of hauling down the compass signal, the pivot vessel places herself in the new course, regulating her speed and quantity of helm agreeably to the standing orders of the admiral.

Each ship according to the position she occupies in the line, regulates her speed and the angle of her helm so as to describe around the pivot vessel and without approaching her an enveloping curve.

As soon as the evolution is completed, the flag-ship again becomes regulator, if it had not been the pivot ship. The order is rectified and the fleet resumes its normal speed as soon as the rectification flag is hauled down.

The indeterminate conversion is executed as follows: At the moment of hauling down the signal of conversion the pivot ship regulates her speed and helm according to the standing orders of the fleet. Should a numerical signal be shown, it will indicate the number of degrees of helm the pivot vessel is to use.

The other ships manoeuvre as prescribed in the preceding article.

When the admiral judges that the pivot

vessel has nearly arrived on the new course he wishes to head, he signals that course to check the movement. The pivot ship then steers that course. The other vessels manoeuvre as before described, the flag-ship again becomes regulator, the other is rectified, and the fleet resumes its normal speed on the hauling down of the rectification flag.

When the signal of conversion is accompanied by a compass signal the conversion is accomplished in "two times." The signal of conversion is hauled down while the compass signal is kept flying. Immediately the fleet come to starboard or to port together, and describe half the required angle, the ships toward the extremity of the lines making all the speed their greater area require. When the admiral judges the ships properly aligned, he causes the new ships to come to the new course together, by hauling down the compass signal.

In compound orders the conversion is executed by the leading ships, the other vessels in the respective lines following by a countermarch.

### LESSONS OF THE DECADE APPLIED.—NO. X.

*(From the Army and Navy Journal.)*

**DISMOUNTED SKIRMISH DRILL.**—The squad being in line, the instructor commands, *From the right count—Fours.* At the word "Fours," the men, beginning at the right repeat audibly and clearly their numbers 1, 2, 3, 4, 1, 2, 3, 4, till the whole line is counted. The instructor then tells them: "Men you are now supposed to be mounted. A set of fours on horseback is used the same as a single man on foot. Instead of right or left face, we now say fours or left, as the case may be. About face becomes fours about. This is because one horse is about as long as four horses are broad. In dismounted fighting, Nos. 1, 2, and 3 go on the line. No. 4 holds the horses. Remember that."

He then commands, *Fours—Right.* At the word "Right," each set of fours wheels smartly to the right and halts at right angle to the line. The instructor sees that the pivots are in a perfectly straight line, and so directs them from the head of the column of fours. He then commands, *Prepare to fight on foot.* Nos. 1, 2, and 3 run out on the side of the instructor, and form a line facing him about ten feet from the flank of the column. Nos. 4 then, at their pleas, being supposed to be horse holders. The instructor puts the dismounted men in file, and leads them to the ground to be skirmished