conſequence of tins mode of attack, have advanced to a position as repreſented in fig. 90. it is evident that F, though by this change he ſhall have got to windward, will yet not be able to avail himſelf of this ſeeming advantage, the fleet B having it ſtill in their power to cut him off from his three ſhips.

On the other hand, if this inſtantaneons change of wind, in direct oppoſition, ſhall have taken place more early in the action, that is, when the poſitions of the two fleets ſhall be ſuch as repreſented in fig. 87. (the fleet B in the poſition of four diviſions B, B, B, and A, and the enemy in the positions F and G) ; then F, who before was to leeward, by this inſtantaneons change of wind from the north to the ſouth, having now got to windward of every diviſion of the fleet B, is it not evident that it may be practicable for him to carry aſſiſtance to his three ſhips at G in the fear, and perhaps even to cut off ſome of B’s ſhips at A, if they do not with all convenient speed bear away to put themſelves under the protection of their friends B to leeward ? But whether F ſhall attempt to effect this manœuvre, by veer­ing his ſhips in the line, or, what ſeems moſt eligible, by making his ſhips tack, as it is to be preſumed that his three ſhips, which have been ſome time engaged, muſt be conſiderably crippled, and not able to make ſufficient ſail; while en­deavouring to bring them off, it will be difficult for him to prevent being drawn into a general and cloſe engagement, which, by the ſupposition, he has all along endeavoured to avoid.

Chap. III. *Of Partial Breezes of Wind.*

It often happens at ſea, that when two ſhips are in ſight of each other, one of them will be ſailing at a conſiderable rate, being favoured with a breeze of wind; while the other at the ſame time is lying becalmed, having no other motion than what ſhe receives from the tide or a current, if any, or from the ſwell of the ſea. As this may be the caſe with reſpect to two adverſe fleets when in ſight of each-other, that fleet which has the advantage of the wind will evidently uſe eve­ry poſſible method to proſecute the advantage that may result from it. Thus if the fleet desirous of making the at­tack be favoured with a breeze of wind, while the other fleet at the ſame time is lying becalmed, it is evident that the commander of the fleet will endeavour to get as near the opponent fleet as poſſible ; whereas, if the fleet wiſhing to avoid an engagement be favoured with the wind, the other lying becalmed, then that fleet will avail themſelves of this opportunity of making their eſcape.

If the attack upon the three ſternmoſt ſhips ſhall have commenced before this partial breeze in favour of the fleet pursued has taken place ; then the variety of poſitions in which the two fleets may be affected is ſo great, and the reſulting conſequences ſo numerous, that it would be an endleſs taste to give a ſeparate deſcription of each. In the mean time, therefore, as it is imagined nothing in ſuch inveſtigation will be found that can materially affect the general iſſue ; and since no breeze whatever can favour the fleet F, ſo as to enable it to ſail round and round the fleet B, which all the while is ſuppoſed to be lying becalmed, it will not be too much to ſay, that *this partial breeze in favour of the fleet F, taking place after the attack began, although it may facilitate the eſcape of his van and centre, will not avail him much in the recovery of the three ships in his rear—*perhaps not in any caſe as yet exhibited, excepting this one, where the wind in one inſtant had changed in direct oppoſition.

Now let, as formerly, the attack be commenced before the partial breeze in favour of the fleet purſued has taken place, but that the wind has inſtantaneouſly ſhifted in direct op­poſition ; then, even in this caſe, the same breeze which would favour F (fig. 87.) in the attempt to bring off his three ſhips, would at the ſame time favour the eſcape of the ſhips of B at A, as formerly described. That this partial breeze would require to be of conſiderable duration, otherwise F, in thus attempting to bring off his three ſhips, crip­pled as they will be, muſt hazard a general engagement, in like manner as already described.

Mr Clerk employs a ſection of his book to ſhow the pro­priety *of* his proposed attack from windward, in places where the hoſtile fleets are liable to encounter winds blowing in con­trary directions at the same inſtant ; but as this is a caſe which does not finely often happen, we ſhall refer our read­ers to tire work itſelf, and conclude this article with ſome other methods of attack, which have been ſuggeſted as im­provements of that which is commonly followed.

1st, It has been propoſed that the attack ſhould be made with the greater part bearing down before the wind upon the ſix ſternmoſt ſhips of the enemy. It is, however, evi­dent, that ſhips by making the attack in this manner muſt be expoſed, without a poſſibility of return, to as many broad- ſides from each of theſe ſix ſhips as can be got ready du­ring a courſe of two miles. Hence, as the ſhips making the attack will asſuredly be diſabled before they can have it in their power to hurt the enemy, this mode of attack can­not be proper.

2d, It has alſo been imagined, that ſome part of the force choſen to make the attack ſhould be ſent to leeward as well as to windward of the three ſhips determined to be attack­ed. But the danger ſuppoſed, of ſhot paſſing over the ene­my’s ſhips, and ſtriking thoſe of friends, may be an objec­tion to this mode.

3d, Others have been of opinion, that the headmoſt ship choſen to make the attack ſhould come cloſe up alongſide of the ſternmoſt of the enemy, and having delivered her fire, puſh along the line as far as poſſible, which may be ſuppo­ſed to be the ſixth ſhip of the enemy ; and as it is evident that this firſt ſhip may have received ſix broadſides; that is, a broadſide from every one of the ſix ſhips of the enemy during her courſe in paſſing them, it has been thought poſ­ſible that the other five ſhips, by following cloſe after her, may attain their ſtations, each abreaſt of her oppoſite, with­out having received a greater number of broadſides than they have had it in their power to return ; and therefore that by this mode the number of ſhips to be attacked will be determined : For as many ſhips as the leading ſhip will be able to reach, as many will the attacking fleet be able to carry.

4th, Again, let it be ſuppoſed, as in the former caſe, that the fleet making the attack has been brought up to action in a collected manner, but ſubdivided only ſo far as the ſervice may require, and that the leeward diviſion ſhall be more parti­cularly deſtined for the immediate attack, while, at the ſame time, the body of the fleet keeping to windward ſhall be ſuppoſed attentive to give the neceſſary ſupport where re­quired ; then let it be ſuppoſed, that the headmoſt ſhip making the attack having been ſoon crippled, ſhall not have been able to puſh farther than the third or fourth ſhip of the enemy’s line—is it not eaſy to conceive, it is aſked, that ſome one or more of the ſhips to windward, attentive to ſup­port and ſupply her place, may bear down on the fourth ſhip of the enemy, under cover of the ſmoke, throw in her fire, and puſh on to the fifth or ſixth ſhip, or perhaps far­ther ; and that ſo far as this freſh ſhip, or a second fresh ſhip, may be able to puſh, ſo many ſhips of the enemy may be expected to be carried ? For whatever ſhips of the enemy