the rest of the fleet veer or tack at the same time, and steer with the wind four points free, and each ship hauls her wind as soon as she gets within the wake of the leader. See figs. 10 and 11.

Suppose the fleet running before the wind in the second order of sailing. To form the line from this position, all the ships haul up together on the proper tack, presenting their heads eight points from the wind at the line on which they are arranged ; the leading ship then hauls her wind, imme­diately making sail or shortening sail, so as to close or open the order, and the same is done successively by all the rest. See fig. 12.

In a fleet running large in the third order, the line of battle is formed by the wing which is in the line of bearing corresponding to the tack on which the line is to be form­ed, and the ship at the angle, hauling their wind together, while the ships of the other wing haul up together eight points from the wind ; each ship moving in this direction till she reach the wake of the other wing, when she hauls close up. See fig. 13.

In forming the line of battle on the same tack from the fifth order of sailing (as the fourth is not calculated for forming a line of battle), the centre brings to, so as only to keep steerage way ; the weather column bears away two points, and when it gets ahead of the centre, hauls its wind, while the ships of the lee column tack together, and crowd sail to gain the wake of the centre, when they re­tack together, and complete the line (see fig. 14); or the

weather column brings to, while the centre and lee tack to­gether, and bear away two points free. When the ships of the centre column have gained the wake of the van, they retack together, and bring to ; and when those of the lee have gained the rear line, they retack together, and all

stand on ; or, lastly, the lee column brings to, the centre runs under easy sail two points free, to get ahead of the rear squadron, while the rear bears away under a press of sail two points free, to get ahead of the centre division.

2. Suppose the weather and centre columns to inter­change. To form the lee under these circumstances, the centre stands on, while the weather column bears away eight points, and having reached the wake of the centre, which now forms the van, hauls up ; the ships of the lee column tack together, and run under a press of sail, within two points free, so as just to gain the rear of the line when they retack together (see fig. 15) ; or the lee column brings to,

while the centre squadron bears away three points under easy sail, and having reached the wake of the van, hauls up to form the centre division.

3. Suppose the centre and lee columns to interchange. The lee column stands on close hauled under an easy sail ; the weather column bears away two points under a press of sail, till it reach the head of the line, when it hauls up ; and the centre bears away eight points, and when in the wake of the lee, now the centre, hauls its wind. See fig. 16.

4. If the weather and lee columns interchange, the lee column stands on under a press of sail close hauled, while the centre, under easy sail, bears away two points, and when it reaches the wake of the now van squadron, hauls its wind ; and the weather column bears away eight points, hauling up when in the wake of the centre. See fig. 17.

5. Suppose the centre column to form the van, and the weather the rear division. Here the lee column brings to, while the centre bears away two points, forming the line ahead of the former, now the centre ; and the weather co­lumn veers away seven points on the other tack, forming the rear squadron. See fig. 18.

6. To form the line so that the lee column may form the van, and the centre the rear, the lee column is to stand