We must now show how a fleet may be disposed in the principal orders of sailing from the line of battle ; and here, as before, we have several varieties.

1. To form the first order of sailing from the line of battle on the same tack, all the ships are to bear away together as many points as the admiral may direct, keeping in the line of bearing for the proper tack. The sternmost first bears away, and the others follow in quick succession, to avoid running foul of each other.

2. If they are to form on the other tack, the leading ship bears away four points to leeward, and the rest follow in succession. The sternmost ship having bore away, the whole haul up, and will be in bearing for the line on the other tack. See fig. 26.

3. To form the second order of sailing from the line of battle, the whole fleet is to bear away together ten points, so that when the headmost ship, which first presses sail, shall come abreast of the second ship, the second ship must adapt her sail to keep in this bearing, and so in succession, each taking care to keep the preceding ship in a line with herself, perpendicu­lar to the direction of the wind. The whole fleet will now be before the wind. See fig. 27.

4. To form the third order, the whole fleet is to bear away together ten points, the head-most half, including the centre ship, carry­ing a degree of sail to preserve their line of bearing, while each of the remaining ships is successively to shorten sail, so as to form the other line of bearing with respect to that on which they were be­fore arranged. See fig. 28.

5. To change from the line of battle to the fifth order on the same tack. Of this evolution there are several varie­ties, but we shall mention only two ; first, when the van is to form the weather, and the rear the lee column, and the fleet to keep as much as possible to windward. In this case the van and centre tack together, and run close hauled in bow and quarter line, while the rear proceeds in its former course under easy sail. When each ship of the centre is abreast of the corresponding ship of the rear, the centre re­tacks, while the van stands on till the centre and rear come up, when it also retacks, and all the columns regulate their distances. Secondly, when the van is to form the lee, and the rear the weather column, the van bears away under easy sail, and goes at right angles with the line ahead, while the centre runs two points free, each ship steering for that ship of the van which is to be abreast of her when in column. The distance must be determined by the leader of the van, who is not to haul up with her division till she and the sternmost ship of the centre column are in a line at right angles with the wind, when both stand on under easy sail, while the rear crowds sail to pass to windward of both.

6. To form the fifth order of sailing from the line of battle on the other tack. Of this there are also several va­rieties, but we shall confine ourselves to two. First, when the van is to form the weather, and the rear the lee co­lumn, the van tacks in succession, while the leading ship of the centre is to tack when the leader of the van passes him exactly to windward, in which she is followed by her division, and the rear manœuvres in the same manner with respect to the centre. Secondly, when the rear is to form the weather and the van the lee column, the van tacks in succession, and when about, either shortens sail or brings to, to allow the other columns time to form. The centre and rear then crowd sail, and tack in succession ; the for­mer tacking when its leader has the centre of the lee co­lumn in a line at right angles with the wind, or when its centre passes astern of the lee column. When the centre has tacked, it regulates its rate of sailing by the lee, and both wait for the rear to pass to windward. The rear tack: when the leader has the first ship of the lee in a line at right angles with the wind, or when its centre ship passes astern of the centre column.

There are various evolutions or manœuvres performed by a fleet when in line of battle, some of which we must here describe.

Sometimes the fleet has to form the line on the other tack, by tacking in succession. To do this, the leading ship of the fleet tacks first, after making more sail, or after the second has shortened sail, to increase the interval between them. When the first ship is about, either the second makes more sail, or the third shortens sail, and as soon as the second gets into the wake of the leader, she tacks, put­ting down the helm just as she opens the weather quarter of the first ship, already on the other tack. In the same manner, each of the other ships tacks when in the wake of the leader ; and the ships already about must preserve their proper distances, by shortening sail, if necessary, till the whole fleet be on the other tack. If a ship should miss stays, she must immediately fill again on the same tack, and make sail with all possible expedition, taking care not to fall to leeward. Thus she will get ahead and to wind­ward of the following ships, which will successively perform their evolutions in the wake of the ships that are already on the other tack, standing on rather farther than if the ship ahead had not missed stays.

But suppose the ships are not to tack in succession. To form the line on the other tack, the whole fleet veers to­gether ; the rear ship hauls her wind on the other tack, and stands on, while the rest go two points free on the other tack, and haul up as they successively gain the wake of the leading ship.

If the line is to veer in succession, the van ship veers, and stands four points free on the other tack, hauling her wind when clear of the sternmost ship, and the rest follow and haul up in succession.

Sometimes the fleet has to turn to windward while in line