If the fleet be moored in a line, head to wind, the rear ſhip may get under way first, and haul immediately by the wind ; the others in succession, from the rear to the van, can easily take their station in her wake, ſo that the rear ship will now become the leader. Or, the fleet may all get under way at the same time ; but the van ſhip is to bring to, while the rest, calling the other way, would stand on by the wind on the same tack on which they have cast, and come to tack ſuccessively in her wake, to form the order of battle.

To bring a fleet to an anchor, it ought, if considerable, to anchor in three parallel lines, on one of the lines of being, and at the proper distance which the length of the columns require ; the distance between the adjacent ships in the same column being about a cable’s length. The van and rear of the columns are to correſpond with each other exactly in the direction of the wind, that they may with eaſe get under way, and form the order of battle with facility, ſo as to be able to diſpute the weather-gage with the enemy if he ſhould come in light. As this evolution is to be per­formed in moderate weather, the fleet being in three columns, they are all at the same time to bring their ship’s head to thp wind under their topsails, and let go their anchors to­gether, clewing up their topsails with all poſſible diſpatch ; putting the foot of the sails in the tops, and looſening the ſheets before hauling them down ; then veering away an equal quantity of cable to preſerve the assigned distance. When it blows ſo fresh as to require the topſails being reef­ed, two cables length may be kept between the ships, and even three if it be likely to blow hard.

If the fleet do not exceed 20 ships, they may anchor on one of the lines of bearing ; or parallel to the coast, in places where trade-winds are common, provided they blow in the direction of the land ; for, in all cases, they must be in a condition to get under way at the first fight of the enemy, whose approach is never to be waited for at anchor ; becauſe, if it be dangerous for a single ſhip, it must be still more so for a fleet, the movements of which are interrupted by the difficulty there is in getting with celerity under way ships which are moored, and which, in that case, are not able mu­tually to support one another, as is abſolutely requisite in a fleet.

Chap. II. *The Manner of Forming the several Or­ders of Sailing.*

The first order of sailing is formed as follows: As the fleet is supposed to be in no particular order, that ship which is to lead on the propoſed line of bearing on which the fleet is to sail, runs to the leeward of the whole or greater part of the fleet, and then hauls her wind, carrying an eaſy sail : each ſhip then endeavours to get into her proper dation, by chasing the ſhip which is to be next ahead of her ; and when in the wake of the leader, must take care to preſerve the assigned distance from the ſhip immediately ahead, by increasing or diminiſhing the quantity of sail : and if any of the fleet ſhould happen to be ſo far removed from her second ahead as not to be able to chase her without getting out of her way towards the line, in that case she must take her Ra­tion diſcretionally in a line with the leaders, and leave a proper interval. The fleet will now be formed in the line of battle; from which the first order of sailing is formed by each ship bearing away at the same instant, and steering each the same propoſed courſe.

To form the second order of sailing, the leader runs to the leeward of the whole, or of ſo many of the fleet as that each ship may easily fetch his wake, and then steers a course eight points from the wind, carrying an eaſy sail. Each. ship now gets into her proper station, by chasing that which is to be ahead of her ; and when the whole fleet is formed in a line, which will be perpendicular to the direction of the wind, each ſhip bears away at the same instant, and the whole steer the same intended course.

In the third order of sailing the admiral is in the middle of his fleet. Now, the fleet being formed in a line, on one of the lines of bearing, as above directed, and the ships steer­ing in the wakes of each other, or ten points from the wind, the leading or leewardmost ship first hauls her wind ; the second ship, as soon as she is in the wake of the leader, hauls her wind also ; and in like manner each ship until the admirals ſuccessively haul their wind as soon as they have reached the wake of the leading ſhip ; and at the same instant that the admiral’s ship hauls her wind, the other, or sternmost half of the fleet, do the same. The fleet will then be in the third order of sailing, as represented in fig. 4. From this order of sailing the fleet can be expeditiously formed into the line of battle on either tack.

As the fleet, in the fourth order of sailing, is divided into six columns, and the three commanders ranged on the two lines of bearing, the commander in chief being at the angular point ; in order, therefore, to form this order, the admirals range themselves on the two lines of bearing, at a proper distance from each other, and steer the proper courſe; the ships of the several columns come each into its respec­tive place, forming themſelves into lines in the direction of the wind, and parallel to each other, as in fig. 5.

In order to form the fifth order of sailing, the three lead­ing ſhips of the divisions are to take their polls abreast, and to leeward of each other, keeping their wind under an eaſy sail. Then the ships of each squadron making sail, will range themſeives in their respective dations, astern of their leaders, and keeping the same courſe ; each ship preserving the ap­pointed distance from that next ahead ; and the comman­ders of each division, and each second, third, &c. ſhip, are to keep themſelves mutually abreast of each other.

To form the order of battle, it has already been observed, in the first order of sailing, that the ſhip which is to lead runs to the leeward of the whole, and then hauls her wind upon the tack directed, carrying an eaſy sail. Each ship then makes sail according to her distance, and chases the ship which is to be immediately ahead of her in the line, and hauls in her wake in the line on which the van ſhip is moving.

The admiral, or ſhip appointed to make the angular point, runs to the leeward of the fleet, and brings to ; then each ſhip runs to its respective station in one of the lines of bearing, and brings to ; one half of the fleet being on one of the lines of bearing, astern and in the wake of the admi­ral, and the other half on the other line of bearing, on the (larboard or larboard how of the admiral. When this is accomplished, the whole fleet bears away before the wind : the two wings will now bear from the admiral two points be­fore his beam, and ready to form the line of battle upon ei­ther tack ; the ſhips on the admiral’s starboard bow being in the line of bearing for the larboard tack, and thole on his larboard bow in the line of bearing for the starboard tack.

Chap. III. *To Change from the feveral Orders of Sailing to the Line of Battle.*

To form the line from the first order of sailing : If the ships be running large on the tack anſwering to the line of bearing on which they are sailing and the line to be formed on the same tack, all the ships haul the wind at the same time, or at least each ship hauls her wind immediately after the next to windward : but if the fleet be on the other tack