the van, and the weather the rear division : The weather­column brings to, the other columns make sail and stand on, till they can paſs on the other tack ahead of the weather­column, when they tack in ſuccession. When both columns have passed the weather column, it fills, tacks in ſuccesssion, and forms the rear. See fig. 24.

To form the line on the other tack from the fifth order of sailing, the lee-column forming the van : The weather and centre columns bring to ; the lee-column carries a press of sail, and tacks in ſuccession when it can pass a-head of the weather-column; and when the last ſhip of this new van has passed to the windward of the former weather-column, the van squadron ſhortens sail, to give time for the other columns to form : the weather and centre columns fill at the same time, to gain the wake of the van, when they tack in ſuc­cession. See fig. 25.

To form the line from the order of retreat : The leader of the wing, which is to form the head of the line, hauls the wind, and that wing follows in ſuccession ; the other wing goes four points free together on the same tack, and thus runs parallel to the wing which first began the evolu­tion ; and they haul up together when they arrive in the wake of the line. See fig. *26.*

Chap. IV. *To change from the Line of Battle to the different Orders of Sailing.*

To change from the line of battle to the first order of sailing on the same tack : All the ships bear away together the number of points directed by the admiral, obſerving to keep themſelves in the line of bearing for the tack they are in. The sternmost ſhip bears away first, and the rest ſuccessively as quickly as poſſible, to prevent being too near each other.

To change to the first order of sailing in bearing for the line on the other tack : The leader bears away four points to leeward, and is followed in ſuccession by the rest. When the sternmost ship has bore away, the whole haul up, and they will be in bearing for the line on the other tack. See fig. 27.

To change from the line of battle to the second order of sailing : The whole fleet bears away together ten points ; and ſo proportions the sailing from the van to the rear of the line, that when the headmost ſhip, which first presses sail, shall come abreast of the second ſhip, the second ſhip adapts her sail to keep in this bearing ; and ſo on in ſuccession, each obſerving to keep the ship that immediately preceded her in the evolution in a line with herself, perpendicular to the direction of the wind ; and the whole fleet will now be running before the wind (see fig. 28.) But if it is intend­ed that the fleet ſhall fleer any other given courſe than that before the wind, the whole fleet may then alter together to the propoted courte.

To change to the third order of sailing from the line of battle : The whole fleet bears away together ten points ; the headmost half of the fleet, including the centre ship, carry an equal degree of sail, in order to preserve their line of bearing ; each ship of the remainder of the fleet carries less sail in ſuccession, ſuch as will form and preserve on the other line of bearing with respect to that upon which they were ranged before the evolution ; and by this means the fleet will be formed in the third order of sailing. See fig. 29.

To change from the line of battle to the fifth order of sailing on the same tack: In the treatise of *Naval Tactics,* publiſhed in the second volume of *The Elements of Rigging and Seamanship,* there are various rules for performing this evolution; according as the different ſquadrons in the line of battle are intended to form the weather, the centre, and the lee columns, in the order of sailing. We ſhall give two of them as examples.

1. When it is intended to change from the line of battle to this order of sailing, ſo as that the van ſhall form the weather, and the rear the lee-column, and the fleet at the same time keep as much to windward as poſſible ; the van and centre tack together, and run close-hauled in bow and quarter-line ; the rear moves on in its former courte under an eaſy sail. When each ſhip of the centre is abreast of its correſpondent ship in the rear, the centre retacks : the van stands on until the centre and rear come up, and then re­tacks, and all the columns regulate their distances. See fig. 30.

2. When it is intended that the van ſhall form the lee, and the rear the weather column ; the van bears away toge­ther under an eaſy sail, and goes at right angles with the line ahead : the centre at the same time goes away two points free, and each ſhip steers for that ſhip of the van respectively which is to be abreast of her when in column. The leader of the van must determine the diſtance, by not hauling up with his division until his ſhip and the sternmost ſhip of the centre-column, which is drawn up with him, are in a line at right angles with the wind: They then both stand on under an eaſy sail, while the rear crowding sail passes to the windward of both. See fig. 31.

To change from the line of battle to the fifth order of sailing on the other tack : This evolution may be performed in as many ways as the former, according to the intended positions of the different columns ; but in ſuch a Work as our’s, it may be sufficient to obſerve, that,

1. When the van is meant to form the weather, and the rear the lee-column : The van tacks in ſuccession ; the leader of the centre tacks when the leader of the van is paſſing him exactly to windward, and his division follows him; the rear manœuvres in the same manner with respect to the centre. See fig. 32.

2. When the rear is to form the weather, and the van the lee-column : The van tacks in ſuccession ; and when about, either brings to, or ſhortens sail, to allow the other columns time to form. The centre and rear then carry sail, and tack in ſuccession. The centre tacks 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 is about, it regulates its rate of sailing by the lee-column, either by bringing to or making equal sail ; and thus both wait for the rear to paſs to windward. The rear tacks when its leader has the first ſhip of the lee-column in a line at right angles with the wind, or when its centre ſhip paſſes astern of the last ſhip of the centre-column. See fig. 33.

To change from the line of battle to the order of retreat: The leader bears away four points ; and all the fleet follow­ing close-hauled, they will come to file off in ſuccession at the same point in the van ſhip’s wake, till the centre ſhip arrives at the angle where the evolution began. Then the order of retreat will be formed, and any courte whatever may be steered, since the two wings will be equal and in or­der on the starboard and larboard lines of bearing, forming consequently between them an angle of 135 degrees. Fig. 34. represents the order of retreat formed from the line of battle, the whole fleet going four points free.

Chap. V. *To Manoeuvre the Line of Battle.*

The method of forming the line of battle, when the ships are in no previous order, has already been explained. In this place it is intended to point out ſome of the various