evolutions that are, or may be, performed by a fleet which is already formed in line of battle.

The fleet being in line of battle, to form the line on the other tack, by tacking in ſuccession : The headmost ſhip of the fleet tacks first, having previously made more sail, or the second having shortened sail, in order to increaſe the inter­val between them ; for it often happens that one or two cables length are run over before the ſhip ahead has been able to fill her sails on the other tack. When the first ſhip is about, either the second makes more sail, or the third shortens sail ; and then the second tacks as ſoon as she has gained the wake of the leader, the helm being put down at the inſtant she opens the weather quarter of the first ſhip, which is already on the other tack. In like manner the third, fourth, &c. ships tack each at the instant it has gain­ed the wake of the leader ; and those ſhips already about must preserve their assigned distances, by shortening sail, if necessary, until the whole fleet is on the other tack. If a ship misses stays, she is immediately to fill again on the same tack, and make sail with all poſſible expedition, taking care to keep as close as poſſible to the wind, and not to fall off to leeward. By this means she will get ahead and to wind­ward of thoſe which follow her ; and they will perform ſuccessively their evolutions in the wake of the ships which are already on the other tack, only standing on a little farther than they would have done if the ſhip ahead had not missed stays. The ſhip that missed stays will return ſooner to her station, by making all poſſible sail to windward of the line. See fig. 35.

To form the line on the other tack without tacking in succession : The whole fleet veers together: the rear ship hauls her wind on the other tack, and stands on, while all the others go two points free on the other tack, and haul up as they ſuccessively gain the wake of the leading ſhip. Thus the rear of the line on the one tack becomes the van on the other tack. See fig. 36.

The line to veer in ſuccession : The van ſhip of the line veers round, and steers four points free on the other tack ; and when she is clear of the rear ſhip of the line, she hauls her wind ; the rest follow, and haul up in ſuccession. See fig. 37.

The line to tack and retack together: In tacking together, the sternmost ſhip of the line puts in stays; then her second ahead puts her helm down ; and ſo on through the whole line, to prevent the ſhip ahead from falling on board the ships aſtern. The fleet will then be in bow and quarter line ; from which, if tacking together, no ſhip must put in stays till the ship on her weather quarter is in the act of tacking.

The line bear away together, preſerving their bearing for the line : The rear begins this evolution, the sternmost ſhip bearing away the number of points propoſed ; and ſo on as quickly as poſſible, to prevent falling on board of each other.

To turn to windward in line of battle:. When the fleet has sea-room, the most advantageous method of gaining to wind- ward is, that all the ships of the fleet may go about toge­ther ; as by this means the whole fleet will gain as much to windward as in the case of a single ſhip. The fleet will be in line of battle on the one board, and in bow and quarter line on the other. This is alſo the most proper method to get to windward on a coast when the wind is parallel to the land : But if the fleet is turning to windward in a strait or between two shores, the fleet ſhould tack in ſuccession ; for if all the ships tacked together, the van would be ſoon in with the land on one side, and ſoon alter the fleet had re­tacked the rear would be in with the land on the other side: hence this would occasion a number of short boards. In passing through a strait, other circumstances are alſo to be attended to, as tides, &c.

To interchange the van and centre squadrons : The van bears away a little, and brings to ; the centre passes on to windward, edging a little, to get ahead of the former van on the same line ; the rear, coming on under an eaſy fail, edges away likewiſe, to obtain the wake of the new centre ſquadron. See fig. 38.

To interchange the van and rear ſquadrons : The van and centre ſquadrons bear away a little, and then bring to, the van obſerving to bear away a little more to the leeward than the centre. The rear stands on to gain the head of the line ; and when abreast of the former van, the centre fills, and both standing on, form ahead of the new rear, by edging down until they are in a line with it. See fig. 39.

To interchange the centre and rear ſquadrons : The van stands on under an eaſy sail, while the centre bears away a little and brings to, and the rear at the same time carries a press of sail to paſs the centre to windward and get into the wake of the van. The van and centre then edge away to gain the line with the new rear ſquadron, which then fills. See fig. 40.

The van to paſs and form the rear : The van ſquadron edges away a little and brings to; the other two ſquadrons, crowding sail, stand on till they get ahead of the new rear, and then edge away a little to form in the line; after which the rear fills.

The rear to paſs and form the van : The van and centre bear away a little and being to ; the rear makes sail, passes ahead of both, and then edges away to form on the same line. Theſe two monœuvres are ſo simple as not to stand in need of illustration by figures.

Chap. VI. *To Manœuvre a Fleet formed in the Fifth Order of Sailing.*

This order of sailing is very advantageous for a nume­rous fleet, as it keeps the ſhips cloſer together, and there­fore more connected with each other than either of the three first orders. The method of forming this order is ſhown in Chap. II. : and the method of manoeuvring in it, which with very little alteration is alſo applicable to the fourth or­der, is to be the ſubject of this chapter.

To tack the columns in ſuccession : The ſhips of the lee­-column having more distance to run before they can recover their position, must go about first in ſuccession. When the centre leader finds himſelf abreast of the leader to leeward of him, or at right angles with the cloſe-hauled line on the other tack, upon which the lee leader is now moving, he tacks, and is followed in ſuccession by his division. The weather-column paying the same regard to the centre-co­lumn, manœuvres in the same manner (see fig. 41.) In this evolution the weather-column still continues to windward; and ſhould the columns have cloſed too much, or be too far aſunder, either of which may happen from the inequality in the rate of sailing of the different ſhips, the order may be recovered either by the lee or windward column, bearing away, ſo as to make an angle equal to that propoſed, as two points, between any column, and a line joining the leader of that column and the sternmost ſhip of the next column.

If this evolution is to be performed in the night, the weather-column must tack first. In order to prevent the riſk of one column passing through the van of the other co­lumns, the next column must not tack till its leader is ſensible that many ſhips of the column immediately to wind­ward are about. When about, the leaders make little sail, while their followers make ſuccessively a little more, in order to form their reſpective columns. The columns which are