We have ſaid, that the poſition of the three diviſions in the primitive orders of ſailing is the ſame with our author’s propoſed order of battle; but there is this difference be­tween them, that in the order of battle only the ſhips of one of the three diviſions ſtand in the wakes one of another, and that thoſe of the two other diviſions are ranged on two pa­rallel lines, and steer checquerwiſe. So that if it be want­ed to change a fleet from the windward primitive-order of sailing to this new order of battle on the other tack, the movement will be infinitely quicker than thoſe which, in former known tactics, are commonly prescribed, to paſs from all the orders of ſailing either in one line, or on the obtuſe angle of chasing or retreating, or in three or six di­viſions, to the uſual order of battle. For it will be ſufficient for the ſhips of the three diviſions, ranged in the wind­ward primitive order of ſailing, to heave in ſtays all toge­ther, and get on the other tack in the oppoſite line of bearing, and they will inſtantly find themſelves in this new pro­posed order of battle (fig. 59.) ; and ſhould the fleet be in the leeward primitive order of ſailing, it would be ſufficient for the ſhips of the three diviſions all together to haul their wind on the ſame tack as they ſteer, and they would find themſelves in order of battle (fig. 60).

When the two columns *cd, ef,* are to leeward of the third division *ab,* ranged in order of battle, our author calls *that* the order of battle *natural ;* and when c*d* and *ef* are to windward of a*b,* the fleet is in the order of battle *invert­ed.* The former of theſe orders is calculated for a fleet combating to leeward, and the latter for a fleet which muſt combat to windward.

That we may form ſome notion of the advantages which our author expects from drawing up a fleet for battle in the form of a lozenge, let us ſuppoſe the line AB, CD, EF (fig. 61.) to repreſent the fleet of an enemy to windward in the ordinary order of battle on the cloſe hauled line of bearing, and on the ſtarboard tack. Then the leeward line *ab* will repreſent one of the diviſions, in order of battle on the ſtarboard tack, of the fleet ranged according to the new natural order, which the enemy wiſhes to attack, and to which he believes himſelf ſuperior, becauſe that diviſion of­fers a front much inferior to his own. The two lines cd, *ef,* will repreſent the two other diviſions standing on checquerwiſe on the ſame tack as the line of battle, and formed on the oppoſite cloſe-hauled line. On this ſuppoſition, if the diviſions AB, EF, of the hoſtile fleet, which have it not in their power to attack the ſhips of the line *ab,* wiſh to fall on the headmoſt ſhip *a* or the ſternmoſt *b* of that line, they will be obliged to bear away in order to attack the two ſhips *a* and *b.* To prevent this, each of the divi­ſions *cd, ef,* of the fleet ranged according to the new or­der, ſhould make the following evolutions, according to their reſpective ſituations and to the manœuvres of the enemy.

1ſt, The ſhips of the diviſion *ab* are to ſlacken as much as poſſible their headway, and form a very cloſe line, till the enemy makes a movement to attack the headmoſt or ſtern­moſt ſhip of that diviſion.

2dly, The ſhips of the diviſion *cd* are to make ſail till they come under the second or third ſhip of the rear of the line of battle *ab,* when they will take the ſame ſail as the ships of that diviſion, to preſerve that poſition until the ho­ſtile ſhips make their evolution to attack the rear ſhips of that diviſion. In this situation the ſhips of the diviſion *cd* will be able to obſerve the manœuvres of the enemy, in or­der to change tack and form themſelves in order of battle on the oppoſite board as ſoon as the hoſtile ſhip ſhall have, after their bearing away, run over a certain ſpace : becauſe the ships of the diviſion *cd,* steering afterwards cloſe-hauled in the wake of the ſternmoſt ſhip of the diviſion *ab,* will be able to cover the rear ſhips or that diviſion, and get the weather-gage of the hoſtile diviſions which are bearing away ; rake their ſhips ; run alongſide of them ; double their rear-guard, and put it between two fires, if thoſe hoſtile ſhips are following in the wake of each other @@(c) ; divide it if they bear away checquerwiſe, or gain to windward, and put between two fires the enemy’s diviſion CD, while it is engaged with the diviſion *ab.*

3dly, The ſhips of the diviſion *ef* may abandon their poſt and run checquerwiſe under a preſs of ſail, in the same courſe and in the ſame order they were formed, as soon as they perceive that the enemy falls ahead of the diviſion *ab ;* in order that if the diviſion AB of that enemy makes any manœuvre to bear away and fall on the diviſion *ef,* or on the van of the diviſion a*b,* they may, by going about, ſteer in order of battle cloſe-hauled on the oppoſite line of bearing, and cover the headmoſt ſhip of the diviſion *ab,* double the hoſtile diviſion CD ahead, or divide the other hoſtile diviſion AB, which is running checquerwiſe on the oppoſite tack.

The two diviſions *cd, ef,* might again manœuvre another way, in caſe the ſhips of the enemy were ranged in one single line, not well formed, or ſhould be in diſorder and leave too great a diſtance between them while they are en­gaged very cloſe with the diviſion *a b* (fig. 62).

1ſt, By putting about the ſhips of the diviſion *ef,* and likewiſe the ship *a* headmoſt of the diviſion

2dly, By making at the ſame time the ſhips of the diviſion *cd* tack, and likewiſe the ſhip *b* of the diviſion *a b,* to keep by the wind on the oppoſite cloſe-hauled line. 3dly, By making all the ſhips of the diviſion *ab* (which stood between the headmoſt *a* and the ſternmoſt b) bear away four points at the ſame time, and making them alſo take the ſame tack as the ſhips of the other two diviſions when they are on the beam of the ſternmoſt ſhips of thoſe two diviſions; becauſe, in that poſition, the ſhips of the two diviſions *cd, ef,* get­ting to windward on two parallels in order of battle, in the wake of the two headmoſt a and *b,* might put between two fires a part of the enemy’s ſhips, which then would be obli­ged to take the ſame tack as theſe two diviſions, becauſe the ſhips of the diviſion *ab* (which are on the ſame tack as thoſe two diviſions) might prevent the ſhips of the enemy steering the courſe oppoſite to that tack.

From this ſuccinct expoſition it may be obſerved, that, in the firſt ſuppoſition, the way of thus diſpoſing the forces of a fleet is ſo much the more suitable to the defence of the headmost and ſternmoſt ſhips of a line of battle, as the ſhips of the diviſion *cd,* being covered by that line of battle, are able to manœuvre without any one ſhip of that diviſion being expoſed to the fire of the enemy ; that the diviſion *ef* the headmoſt ſhip of which is *e,* always preſents the side to

@@@(c) If the hoſtile ſhips which are not engaged with any of thoſe of the diviſion *ab* bear away in ſucceſſion in the wake of their headmoſt, in order to paſs to leeward of the diviſion *ab,* and to put it between two fires; then the ſhips of the diviſion *ef* muſt neceſſarily take the weather-gage of them, ſince the headmoſt of that diviſion *ef* is by her very ſituation already to windward of the headmoſt of the adverſe ſhips which are bearing away, and ſhe has the opportuni­ty to come as cloſe as poſſible to the ſternmoſt ſhip *b* oſ the line of battle *ab,*