readily be reduced to the third order of sailing, and from that to the or­der of battle. This or­der is adapted for fleets or convoys crossing the ocean, and is represent­ed in fig. 5. But as it re­quires much time to re­duce a fleet from this order to that of battle, it is defective when in presence of an enemy.

In the fifth order, the fleet, close hauled, is ar­ranged in three columns parallel to each other, the van commonly forming the weather, and the rear the lee column. See fig. 6. Fig. 7 represents the same order, except that each co­lumn is here subdivided into two, with the ship bearing the commander of each squadron in the centre of each subdivision.

In forming the or­der or line of battle, the ships of the fleet are drawn up in a line nearly close hauled, standing under easy sail, so that each ship may be at a certain distance from the ship immediately ahead, as a cable’s length, or half that distance. The fire-ships and frigates ahead and astern, form a line parallel to the former, and to the windward of it if the enemy be to the leeward, but to the leeward if the enemy be to windward. This order is denoted by fig. 8, where the fleet is sailing on the star­board tack, with the wind at north.

When a fleet is com­pelled to retreat before a superior force, it is usually arranged in an order the reverse of the third order of sail­ing ; the divisions of the fleet being ranged in the two lines of bearing, so as to form an angle of 135° or twelve points, the admiral’s ship being in the angular point, and the fri­gates, transports, &c. included within the wings to leeward. See fig. 9, where the fleet is sailing right before the wind. Though any other direction may be taken, the two lines still form the same angle.

The order of convoy is that in which the ships are all in each other’s wake, steering in the same point of the com­pass, and forming a right line. If the fleet is numerous, it may be divided into three columns, which are to be ranged parallel to each other, that of the admiral occupy­ing the centre, and all steering the same course.

Having thus described the ordinary positions of a fleet, we must explain the manœuvres by which they are pro­duced, and we shall begin with the orders of sailing.

To form a fleet in the first order of sailing, supposing the ships to be in no particular order, that ship which is to lead on the proposed line of bearing for the order of sailing, runs to leeward of the greater part of the fleet, and then hauls her wind under an easy sail. Each of the other ships then proceeds to take the proper station, by chasing the ship which is to be ahead of her, and when in the wake of the leading ship, adjusts her quantity of canvass so as to preserve the proper distance. The ships thus arranged astern of each other are in the line of battle; and from this the first order of sailing is formed, by each ship bearing away at the same time, and all steering the proposed course.

In forming the second order of sailing, the leading ship runs to leeward of so many of the fleet that each ship may readily fetch her wake, and then steers a course eight points from the wind, under an easy sail. The line is formed by each ship in the same manner as in the first or­der, except that, before bearing away, the line is perpendi­cular to the direction of the wind, or each ship has the wind on her beam.

As, in the third order of sailing, the admiral’s ship is in the centre, to produce this position, the fleet being formed in a line on one of the lines of bearing, and the ships steer­ing in each other’s wake, ten points from the wind, the lead­ing or leewardmost ship first hauls her wind. The second ship does the same as soon as she gets into the wake of the former ; and this is done by each ship till the admiral’s ships haul their wind, when they reach the wake of the leading ship. At the same time that the admiral’s ship hauls her wind, the sternmost half of the fleet does the same. The ships are now in the third order of sailing, from which the fleet can be formed in the line of battle on either tack.

To form the fourth order of sailing, the commanding admirals range themselves on the two lines of bearing, at a proper distance from each other, steering the proposed course ; and the ships of the several columns take their respective places, parallel to each other, and forming lines in the direction of the wind.

To form the fifth order, the three leading ships of the divisions take their posts abreast and to leeward of each other, keeping their wind under an easy sail ; then the ships of each squadron make sail, and take their respective stations at the proper distance astern of their leaders, while the commanders of each division, and the corresponding ships of each, keep mutually abreast of each other.

1. In forming from the first order of sailing, if the ships are running large on the tack that answers to the line of bear­ing on which they sail, and if the line is to be formed on the same tack, all the ships haul their wind at once, or as quickly as possible after the next to windward ; but if they be on the other tack with respect to the line of bear­ing, they all haul their wind and tack or veer together, If the line of battle is to be formed on the other line of bearing, the ship most to leewards veers or tacks, and hauls her wind, while