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SIGNALS

FOR THE USE OF THE

UNITED STATES' NAVY;

AS ADOPTED BY ORDER

OF THE

NAVY DEPARTMENT.

RAREBOOK

V

AUGUST, 1813.

283

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1813

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PRINTED FOR THE USE OF THE NAVY.

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DIRECTIONS.

THESE signals are to be made and read in precisely the same manner as those formerly in use; *except* it should be necessary to make signals, to more than one vessel at the same time, when each vessel or division, as the case may be, will conform to that signal, which is connected with her particular pendant, or distinguishing flag, without paying attention to any other.

In obeying signals relating to *Evolutions*, it must be recollected that the manœuvre is to commence, when the signal is hauled down; *except*, when the course to be afterwards steered is shown; in which case, the manœuvre commences when the Compass-signal is hauled down; *or*, when the execution of the signal has been postponed to some specified time.

When manœuvring, should no particular course be given, it is meant that the ships should haul by the wind.

In forming the different orders, or in changing from one order to another, the ships, columns, or divisions, are to preserve their relative stations, as prescribed by sailing instructions, unless particularly ordered otherwise by signal.

In forming the *Fifth* order, or in changing from other orders to the Fifth order, the leading ships of the different columns will always range themselves on a line in the direction of the wind, unless particularly ordered otherwise by signal.

The *order of convoy*, supposes the ships ranged on lines parallel with their course; the distances between the columns, regulated as in the fifth order of sailing.

Ships, columns, or divisions, whether arranged as prescribed by their sailing instructions, or in any other manner in which changes of wind, or particular evolutions may have placed them, are always to be very attentive, to perform all the duties of their *actual* stations for the *time being*.

SIGNALS.

No. 2 *In case of no hostilities, while this flag is flying*

1. **FORM** line of battle on starboard tack, as quick as possible.

2. **Form** line of battle on larboard tack, as quick as possible.

3. **FOR CLOSE ACTION.**

4. **FOR CLOSER** action.

5. **BREAK** the enemy's line.

6. **BOARD** the enemy.

7. **UNEQUAL** I am to the contest.

8. **SINKING** that this ship is.

9. **ON FIRE** that this ship is.

~~10. I DO NOT understand your signal.~~

10. **SUNDAY.**

11. **MONDAY.**

12. **TUESDAY.**

13. **WEDNESDAY.**

14. **THURSDAY.**

15. **FRIDAY.**

16. **SATURDAY.**



COMPASS SIGNALS.

17. **NORTH.**

20. **N. E. by N.**

18. **N. by E.**

21. **N. E.**

19. **N. N. E.**

22. **N. E. by E.**

** This is a distinct signal - the signal for zero is expressed above*

- | | |
|--|-------------------------|
| 23. E. N. E. | 36. S. W. by S. |
| 24. E. by N. | 37. S. W. |
| 25. EAST. | 38. S. W. by W. |
| 26. E. by S. | 39. W. S. W. |
| 27. E. S. E. | 40. W. by S. |
| 28. S. E. by E. | 41. WEST. |
| 29. S. E. | 42. W. by N. |
| 30. S. E. by S. | 43. W. N. W. |
| 31. S. S. E. | 44. N. W. by W. |
| 32. S. by E. | 45. N. W. |
| 33. SOUTH. | 46. N. W. by N. |
| 34. S. by W. | 47. N. N. W. |
| 35. S. S. W. | 48. N. by W. |
| 49. BY THE WIND on the <i>starboard</i> tack. | |
| 50. <i>By the wind</i> on the <i>larboard</i> tack. | |
| 51. ONE POINT free. | |
| 52. TWO <i>points</i> free. | |
| 53. THREE <i>points</i> free. | |
| 54. FOUR <i>points</i> free. | |
| 55. FIVE <i>points</i> free. | |
| 56. SIX <i>points</i> free. | |
| 57. SEVEN <i>points</i> free. | |
| 58. EIGHT <i>points</i> free. | |
| 59. NINE <i>points</i> free. | |
| 60. BEFORE THE WIND. | |

61. **STARBOARD** line of *bearing*.
62. **LARBOARD** line of *bearing*.
63. **ACT** at your discretion.
64. **AGROUND** that I *am*.
65. **AHEAD** to keep during the *night*, so as to have intercourse by signal.
66. *Ahead* of the line, to keep, ships drawn from the *order of battle*.
67. *Ahead*, to keep more directly.
68. **ALEE**, the admiral's helm is; when the whole fleet are instantly to put their helms down.
69. **ALTER** the course in *succession*, beginning at the *van*, and steer as will be directed by compass signal.
70. *Alter* the course in *succession*, beginning at the *rear*, and steer as will be directed by compass signal.
71. *Alter* the course *together*, and steer as will be directed by compass signal.
72. *Alter* her course, the look-out vessel, upon discovering a force decidedly superior to the United States' ships, and steer as wide as possible from the squadron or convoy, in order to deceive the enemy.

73. **ALTERED** their course that the strange or enemy's fleet have, *together*, and are steering as will be shown by compass signal.
74. *Altered* their course that the strange or enemy's fleet have, in *succession*, beginning at the *van*, and are steering as will be shown by compass signal.
75. *Altered* their course that the strange or enemy's fleet have, in *succession*, beginning at the *rear*, and are steering as will be shown by compass signal.
76. *Altered* her course that the *chase* has, and is steering as will be shown by compass signal.
77. **AMERICAN**, is that ship.
78. **ANCHOR** in *one* line at a cable's length distance, bearing as will be shown by compass signal.
79. *Anchor* in one line at *two* cables' length distance, bearing as will be shown by compass signal.
80. *Anchor* in one line at *three* cables' length distance, bearing as will be shown by compass signal.
81. *Anchor* in *two* columns, the *van* and rear ships of the files corresponding in the direction

- of the wind, at *a cable's length* distance, bearing as will be shown by compass signal.
82. *Anchor in two columns*, the van and rear ships of the files corresponding in the direction of the wind, at *two cables' length* distance, bearing as will be shown by compass signal.
83. *Anchor in two columns*, the van and rear ships of the files corresponding exactly in the direction of the wind, at *three cables' length* distance, bearing as will be shown by compass signal.
84. *Anchor in three columns*, the van and rear ships of the columns corresponding exactly in the direction of the wind at *a cable's length* distance from each other, bearing as will be shown by compass signal.
85. *Anchor in three columns*, the van and rear ships of the files corresponding in the direction of the wind, at *two cables' length* distance from each other, bearing as will be shown by compass signal.
86. *Anchor in three columns*, the van and rear ships of the files corresponding in the direction of the wind at *three cables' length* distance, bearing as will be shown by compass signal.

87. *Anchor*, having regard to their mutual convenience and safety.
88. *Anchor* with springs.
89. *Anchor* the *men of war* in a line without the convoy.
90. *Anchor* with the best bower, backed with the stream anchor.
91. *Anchor* with the kedg.
92. *Anchor*, let go a second, and veer cables as appears most advisable in the judgment of the captain or commanding officer. *Note*—After a second anchor is gone, the captain or commanding officer, are to use their own discretion in letting go a third or fourth.
93. *Anchor*, leaving room to get under way.
94. *Anchor* in conformity to orders.
95. *Anchor*, the fleet will not; or, if a particular ship or ships, their numbers will be shown.
96. **ANNULLING SIGNAL**; when this is displayed, all unexecuted, preceding signals, are void.
97. **ASSENT**; or **YES**.
98. **ASSIST** the ships in chase, the repeaters between the admiral and the enemy.

99. **ASTERN** to keep off the convoy, and close them.
100. **ATTACK** the *van* of the enemy.
101. *Attack* the enemy's *centre*.
102. *Attack* the enemy's *rear*.
103. *Attack*. The admiral means to attack those in the combined fleet, whose nation he will designate by next signal.
104. *Attack* the *batteries*.
105. *Attack*. For any particular division, or ship, whose distinguishing flags or flag are shown, to attack a detachment of the enemy separated from the body of the fleet.
106. **ATTENTION**. The admiral requires that the fleet should attend, with the greatest exactitude, to his signals and movements.
107. **AWEATHER**. The admiral's helm is hard up: all the fleet instantly to do the same.
108. **ASSIST** the ship in distress.
109. **AGROUND, I have been**:

111.

112.

113.

114.

115.

116.

117.

118.

119.

120. **BATTLE**, a signal for.

121. **BEARING LINE**; the same to be preserved on the *other* tack, when the fleet go about all *together*.

122. **BEAR UP** *together*, and steer the same course as the admiral.

123. *Bear up* in *succession*, beginning at the *van*, and steer as will be directed by compass signal.

124. *Bear up* in *succession*, beginning at the *rear*, and steer as will be directed by compass signal.

125. *Bear up* after lying to.

126. *Bear up* for the nearest port.
127. **BEAR DOWN** into the admiral's wake.
128. **BOARD** the enemy.
129. **BOATS**; so many are on shore. The number will be shown by the numerary signal, with cornet above it.
130. *Boats*; every ship to have one ready manned and armed with grapnels, hand and fire, lest they should be wanted during the action.
131. *Boats*; send one on board of the admiral; but if directed to any particular ship or ships, their flags will be shown next.
132. *Boats*; send as many as you can conveniently spare, to assist in towing the ship, which you will observe needs such assistance.
133. *Boats*; send all you have alongside prepared to assist the ship in distress, by towing or warping with anchors, hawsers, &c. observing to have them provided with those articles as occasion may require.
134. *Boats*, manned and armed, send alongside the ship whose distinguishing No. will be shown.
135. **BRACE** the head-sails to the mast.
136. **BRING TO**, still preserving the order.
137. *Bring to* on the *starboard* tack.

138. *Bring to on the larboard tack.*
139. *Bring to the van and centre, till the rear close.*
140. *Bring to the van till the centre close.*
141. **BROKEN**, that the line is not to be, on any pretence whatever.
142. **BROUGHT DOWN**, that the chase is to be, to the admiral.
143. **BRING UP** the rear. .
144. **BUSINESS OR ENTERPRIZE**, have you completed that you was sent on.
145. *Business or enterprize*, is that which you are engaged in, in a good and prosperous way.
146. *Business or enterprize* show the No. of half hours it will take you to complete that you are engaged in, to the best of your judgment.
147. **BUSINESS**. I have completed that I was sent on.
148. **BLUE ENSIGNS**, to be worn by the fleet.

149.

150.

151.

152.

153.

154.

155. **CALL** in all cruizers.
156. **CANNONADE** distant, that there is in the direction which will be shown by compass signal.
157. **CAST** to *port*.
158. *Cast* to *starboard*.
159. *Cast* the *van ship* to *port* and bring to; the rest of the squadron to cast to *starboard*, and stand on till they fetch the wake of the van ship or ships which are lying to, when they are to tack in succession, and form the order of battle.
160. *Cast*, the van ship to *starboard*, the rest of the squadron casting to *port*, to manœuvre as in the preceding signal.
161. *Cast* to *starboard* the *van* ship, then to heave about and stand on the other tack under easy sail, while the rest of the squadron stand on under a press of sail, and tack in succession as they arrive in her wake, to form the order of battle.
162. *Cast* the *rear* ship to *starboard*, and haul close by the wind under a press of sail, the rest of the squadron to follow in succession, and form in her wake, that the line of battle

may be formed on the *larboard* line of bearing.

163. *Cast*, the *rear* ship to *port*, the squadron to manœuvre as directed in the preceding signal, except on the *other* tack, to form the line of battle on the *starboard* line of bearing.
164. *Cast*, the *van* ship or ships of the line or lines, as the squadron may be disposed, to *starboard*; should they be unable to effect which, they are to wear round, and bring to on the *larboard* tack, the rest of the squadron are to carry a press of sail on the *starboard* tack, and tack in succession as they arrive in the wake of their respective leaders, lying to on the opposite tack, that the order may be restored.
165. *Cast*, the *van* ship or ships of the line or lines, as the squadron may be disposed, to *port*, the rest of the squadron to manœuvre as directed in the preceding signal, except on the *other* tack.
166. **CHACE**, as will be shown by compass signal.
167. *Chace*, to send out ships, the *second* in command.

168. *Chace*, to send out ships, the *third* in command.
169. **CHACED**, that I have been by the enemy's fleet.
170. *Chaced*, that I have been by the enemy's line of battle ships.
171. *Chaced*, that I have been by the enemy's frigates.
172. **CHACE**, as may be directed by compass signal, without preserving the present order.
173. **CHANGE**, from *first* order of sailing to the *second* order of sailing.
174. *Change*, from the *first* to the *third* order of sailing.
175. *Change*, from the *first* to the *fourth* order of sailing.
176. *Change*, from the *first* to the *fifth* order of sailing, in three columns, on the *same* line of bearing.
177. *Change*, from the *first* to the *fifth* order of sailing, in three columns, on the *contrary* line of bearing.
178. *Change*, from *first* order of sailing, to *order of retreat*.

179. *Change, from first order of sailing to order of battle, on the present line of bearing.*
180. *Change, from first order of sailing to order of battle, on the other line of bearing.*
181. *Change, from the second to the first order of sailing, hauling by the wind in succession, beginning at the larboard wing.*
182. *Change, from the second to the first order of sailing, hauling by the wind in succession, beginning at the starboard wing.*
183. *Change, from second to third order.*
184. *Change, from second order to order of retreat.*
185. *Change, from second order to order of convoy, in two columns, starboard ships of each division to lead the columns.*
186. *Change, from second order, to order of convoy in two columns, larboard ships of each division to lead the columns.*
187. *Change, from second order to order of convoy in three columns, starboard ships of each division to lead the columns.*
188. *Change, from second order to order of convoy in three columns, larboard ships of each division to lead the columns.*

189. *Change, from third to first order of sailing on the starboard line of bearing.*
190. *Change, from the third to first order of sailing, on the larboard line of bearing.*
191. *Change, from the third to the second order of sailing.*
192. *Change, from the third to the fourth order of sailing.*
193. *Change, from the third order to the order of retreat.*
194. *Change, from the fourth to the third order of sailing.*
195. *Change, from fifth order of sailing in three columns, to natural order of battle on the same tack, forming on the weather column.*
N. B. By "*natural order of battle*" is meant that order when the weather-column forms the van, the centre column the centre, and the lee column the rear of the line.
196. *Change from fifth order in three columns, to natural order of battle on the same tack, forming on the centre column.*
197. *Change from the fifth order, in three columns, to natural order of battle, on the same tack, forming on the lee column.*

198. **CHANGE** from *fifth order*, in three columns, to *natural order of battle*, on the *other tack*.
199. Change from *fifth order* to *order of battle* on the *same tack*, the *centre* column to form the *rear*, and the *lee* to form the *centre*, forming on the *lee column*.
200. Change from *fifth order*, to *order of battle*, on the *same tack*, the *centre* column to form the *rear*, and the *lee* to form the *centre*, forming on the *centre column*.
201. Change from *fifth order*, to *order of battle*, on the *same tack*, the *centre* column to form the *van*, and the *weather* column to form the *centre*, forming on the *centre*.
202. Change from the *fifth order*, to *order of battle*, on the *same tack*, the *centre* to form the *van*, and the *weather* column to form the *centre*, forming on the *lee column*.
203. Change from *fifth order*, to *order of battle*, on the *same tack*, the *weather* column to form the *rear*, and the *centre* to form the *van*, forming on the *lee column*.
204. Change from *fifth order*, to *order of battle*, on the *same tack*, the *weather* column to form

- the *rear*, and the *lee* to form the *van*, forming on the *lee column*.
205. **CHANGE** from *fifth order*, to *order of battle*, on the *same tack*, the *weather column* to form the *rear*, and the *lee* to form the *van*, forming on the *centre*.
206. *Change from fifth order, to order of battle, on the same tack, the weather to form the rear, and the lee to form the van, forming on the weather column.*
207. *Change from fifth order, to order of battle, on the same tack, the weather to form the centre, and the lee to form the van, forming on the lee column.*
208. *Change from fifth order, to order of battle, on the other tack, the centre and lee interchanging.*
209. *Change from fifth order, to order of battle, on the other tack, the centre and weather interchanging.*
210. *Change from fifth order, to order of battle, on the other tack, the centre forming the van, and the weather forming the rear.*
211. *Change from fifth order, to order of battle,*

- on the *other tack*, the *weather* and *lee* interchanging.
212. **CHANGE** from *fifth order*, to *order of battle*, on the *other tack*, the *lee* column forming the *van*, and the *centre* the *rear*.
213. Change from *fifth order*, in *three* columns, to *fifth order*, in *six* columns.
214. Change from *fifth order*, in *three* columns, to *fifth order*, in *nine* columns.
215. Change from *fifth order*, to *order of convoy*, in *three* columns.
216. Change from *order of battle*, to *second order of sailing*.
217. Change from *order of battle*, to *third order of sailing*.
218. Change from *order of battle*, to *fifth order of sailing* on the *present tack*, the *van* to form the *weather*, and the *rear* the *lee* column, forming on the *van*.
219. Change from *order of battle*, to *fifth order* on the *present tack*, the *van* to form the *weather*, and the *rear* to form the *lee* column, forming on the *centre*.
220. Change from *order of battle*, to *fifth order* on the *same tack*, the *van* to form the *weather*,

- and the *rear* the *lee* column, forming on the *rear*.
221. **CHANGE** from *order of battle*, to *fifth* order on the *present* tack, the *centre* and *rear* *interchanging*, forming on the *rear*.
222. *Change* from *order of battle*, to *fifth* order on the *present* tack, the *centre* and *rear* *interchanging*, forming on the *centre*.
223. *Change* from *order of battle*, to *fifth* order on the *present* tack, the *centre* and *rear* *interchanging*, forming on the *van*.
224. *Change* from *order of battle*, to *fifth* order on the *present* tack, the *centre* and *van* *interchanging*, forming on the *van*.
225. *Change* from *order of battle*, to *fifth* order on the *present* tack, the *centre* and *van* *interchanging*, forming on the *rear*.
226. *Change* from *order of battle*, to *fifth* order on the *same* tack, the *centre* forming the *weather*, and the *van* the *lee* column, forming on the *rear*.
227. *Change* from *order of battle*, to *fifth* order on the *same* tack, the *centre* forming the *weather*, and the *van* the *lee* column, forming on the *centre*.

228. **CHANGE** from *order of battle*, to *fifth order* on the *same tack*, the *centre* forming the *weather*, and the *van* the *lee* column, forming on the *van*.
229. Change from *order of battle*, to *fifth order* on the *same tack*, the *van* to form the *lee*, and the *rear* the *weather* column, forming on the *van*.
230. Change from *order of battle*, to *fifth order* on the *same tack*, the *van* to form the *lee*, and the *rear* the *weather* column, forming on the *centre*.
231. Change from *order of battle*, to *fifth order* on the *same tack*, the *van* to form the *lee*, and the *rear* the *weather* column, forming on the *rear*.
232. Change from *order of battle*, to *fifth order* on the *other tack*, the *van* forming the *weather*, and the *rear* the *lee* column.
233. Change from *order of battle*, to *fifth order* on the *other tack*, the *centre* and *rear* *interchanging*.
234. Change from *order of battle*, to *fifth order* on the *other tack*, the *van* and *centre* *interchanging*.
235. Change from *order of battle*, to *fifth order* on the *other tack*, the *centre* forming the *weather* column, and the *van* the *lee*.

236. **CHANGE** from *order of battle*, to *fifth order* on the *other* tack, the *van* forming the *lee*, and the *rear* the *weather* column.
237. *Change* from *order of battle*, to *fifth order* on the *other* tack, the *centre* forming the *lee*, and the *rear* the *weather* column.
238. *Change* from *order of battle* to *order of retreat*.
239. *Change* from *order of retreat* to *order of battle*, on the *starboard* line of bearing.
240. *Change* from *order of retreat* to *order of battle*, on the *larboard* line of bearing.
241. *Change* from *order of retreat* to *first order of sailing*, on the *starboard* line of bearing.
242. *Change* from *order of retreat* to *first order of sailing*, on the *larboard* line of bearing.
243. *Change* from *order of convoy* to *fifth order of sailing*, on *starboard* line of bearing.
244. *Change* from *order of convoy* to *fifth order*, on *larboard* line of bearing.
245. *Change* from *order of convoy* to *order of battle*, on *starboard* line of bearing.
246. *Change* from *order of convoy* to *order of battle*, on *larboard* line of bearing.

247. **CHANGE** from *fifth* order to order of battle, on the other tack, the wind having hauled forward less than three points. The weather column tacking in succession in the wake of their leader, the centre and rear tacking in the wake of the weather column.
248. *Change* from fifth order to order of battle, on the other tack, the wind having hauled more than three points ahead. The whole squadron go about together, the leader of the weather column goes away two points free under a press of sail, until he brings the rear ship of the fleet on the close hauled line, he then hauls his wind. The ships of his column stand on by the wind, and follow him in succession as they arrive in his wake. The other columns manœuvre in the same manner.
249. *Change* from fifth order to order of battle, on the same tack, the wind having hauled aft six points if the leaders are in the direction of the wind, or eight points if they are abreast. The leaders haul their wind together, and are followed by their columns in succession; the van under a press of sail, the centre with less, and the lee just keeping steerage way.

250. **CHANGE** from *fifth* order to order of battle, on the same tack, the wind having hauled aft less than in the preceding signal, *forming* on the *weather* column. The weather column haul their wind in succession. The other columns haul their wind in succession, and press sail till they can fetch the point where the weather leader hauled his wind; they then tack in succession, and retack in succession as they arrive in the wake of the weather column.
251. *Change* from fifth order to order of battle, on the same tack, the wind having hauled aft as before, *forming* on the *lee* column. The centre and lee columns bring to, the weather bears away, and steers as will be directed by compass signal, until he brings the lee leader on the close hauled line, when he hauls his wind, and is followed by his column in succession. When the rear of the weather column bears on the close hauled line from the leader of the centre, he fills and hauls by the wind, and is followed by his column in succession. The lee column fills and performs the same manœuvre when the rear of the centre has passed their leader.

252. **CHANGE** from fifth order to order of battle, on the same tack, the wind having hauled more than six or eight points, as the fleet may be ranged. The centre and lee bring to, the weather column haul by the wind in succession in the wake of the leader. The leader of the centre falls away when the rear of the van bears on the close hauled line from him, and steers perpendicular to that line, until he arrives in the wake of the weather leader; when he hauls his wind, and is followed by his column in succession. The lee column manœuvres, with regard to the centre, as the centre did to the van.
253. *Change* from order of battle to order of retreat, the wind having hauled ahead. The fleet having fallen off, the leader of the van steers away four points free, while the rest of the ships stand on close hauled to gain the wake of their leader, and each other respectively. When the centre ship arrives at the angular point, that wing is formed, and continues to steer four points free under easy sail; while the other wing bears away four points *together*, and adapt their sails to place themselves on the proper line of bearing.

254. **CHANGE** from line of battle to order of retreat, the wind having hauled aft from one to four points. The leader of the van keeps away four points free, and is followed in succession by his wing under easy sail. As soon as the centre ship arrives at the angular point, the other wing which has been standing on their first course, keep away a certain number of points, as the change of wind may require, together, and regulate their sail so as to form the proper line of bearing as soon as possible.
255. *Change* from line of battle on the present tack, to line of battle on the other tack, the rear becoming the van, and the van the rear. The signal for *tacking* or *wearing together* will be next made.
256. *Change*. That the admiral means to change a particular ship that repeats signals: her pendant will be shewn; and the vessel intended by the admiral to relieve her at this service, will also have her signal made.
257. *Change* stations in the line: the ships pendants will be displayed.
248. *Change* position, the fleet are not to, although the admiral does.

259. **CHOAKED**, that the pumps are.
260. **CONTINUED**, that the same sail is to be, during the night, if the weather will permit.
261. **CLOSE** the *van*, to the *rear* and *centre* divisions.
262. *Close* upon the *van*.
263. *Close* upon the *centre*.
264. *Close* upon the *rear*.
265. *Close* the order of battle, as much as the state of weather will admit.
266. *Close* in the present order, as much as consistent with safety, to prevent separation in the night.
267. *Close* immediately the next ship, should any have left the line from being disabled.
268. *Close* to the wind keep, a particular ship or division.
269. *Close*, any particular ship or squadron, their seconds in the line.
270. *Close* more the line, the ship next ahead.
271. *Close* more the line, your second astern.
272. *Close*, the ships ahead and astern of the ship indicated by signal, (they wanting opponents in the line) that the whole three may vigorously attack the centre ship's opponent.

273. **CLOSE**, a straggling ship or ships of the con-
voy.
274. *Close* action.
275. **CLOSER** action.
276. **CLOSE** more my second ahead.
277. *Close* more my second astern.
278. **CAPTAINS** ~~of frigates~~, with their men and
arms, to repair on board a ship whose pendant
will be shown.
279. **COCKPIT** fore.
280. *Cockpit* after.
281. **COME** under the admiral's stern.
282. **COME UP**, can you, with the chace, if per-
mitted to part company.
283. *Come up*, do you, with the ship or ships you
are in pursuit of.
284. *Come up*, can you, with the chace, without
parting company.
285. **COMMUNICATION** with the shore *forbid*.
286. *Communication* with the shore *granted*.
287. *Communication* with strange ships *prohibited*.
288. *Communication* with strange ships *tolerated*.
289. *Communication* with prizes *prohibited*.
290. *Communication* with prizes *tolerated*.
291. **CONTINUED**, that the chace is to be.

292. **CONTINUE**, that the convoy are, their course, and make sail.
293. **COVER** the boats.
294. *Cover* a particular ship.
295. *Cover* the ships pressed hard in action, ships nearest them.
296. **COUNT** the ~~ships~~ of the fleet. The divisional flags are to make known the ships that are missing of their divisions, by throwing out their pendants or numbers.
297. **COURT MARTIAL**, a signal for.
298. **COVERED**, that all the lights in the fleet are to be perfectly, during the night.
299. **CUT**, the whole fleet *together*, and make sail.
300. **CUT TOGETHER**, and cast, as will be directed in next signal.
301. **THE COMPASS SIGNAL** that will be shown immediately after this, will point out the course intended to be steered until further orders.
302. **COMMANDING OFFICER** will lead the *van*.
303. **COMMANDERS** of divisions or columns, to manœuvre their respective divisions or columns in performing evolutions.

304. **COMMANDERS** of divisions or columns, to pay particular attention to preserving order in their respective divisions or columns.
305. **COMMANDING OFFICER** will bring up the *rear*.
306. **CHACE** the strange sail at your own discretion.
307. **CAST** off the boats you are towing.
308. *Cast* off the ships you are towing.
309. **CUT** the strange ships off from the land, if possible, without endangering yourself.
310. **COMMUNICATION** with the shore, I wish to have.
311. **CROSS** the bar, or run into port, provided your pilot considers the same safe; otherwise, after this signal is answered, make the signal of negative or no.

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321. **DANGER.** To signify to a ship that she is running into danger, or going to take a foul birth.
322. **DEMANDS** an account of them to be sent to the admiral.
323. *Demand* the assistance of boats, any ship in distress.
324. *Demand* small anchors and hawsers, any ship being aground.
325. *Demand* men to assist at the pumps.
326. **DISABLED** is the main mast.
327. *Disabled* is the main top-mast.
328. *Disabled* is the main yard.
329. *Disabled* is the main top-sail yard.
330. *Disabled* is the main top, so as for a time to prevent the rigging being set up.
331. *Disabled* is the main stay.
332. *Disabled* are so many main shrouds.
333. *Disabled* is the main top-mast stay.
334. *Disabled* are so many main top-mast shrouds.
335. *Disabled* is the fore-mast.
336. *Disabled* is the fore-top-mast.
337. *Disabled* is the fore-yard.
338. *Disabled* is the fore-top, so as for a time to prevent the rigging being set up.

339. **DISABLED** is the foretopsail yard.
340. *Disabled* is the fore stay.
341. *Disabled* are so many fore shrouds.
342. *Disabled* is the bowsprit.
343. *Disabled* is the jib-boom.
344. *Disabled* are the bowsprit shrouds.
345. *Disabled* are the hobstays.
346. *Disabled* is the mizen mast.
347. *Disabled* is the mizen topmast.
348. *Disabled* is the mizen top.
349. *D'sabled* is the mizen yard.
350. *Disabled* is the cross-jack yard.
351. *Disabled* is the mizen topsail yard.
352. *Disabled* is the sweep.
353. *Disabled* is the tiller.
354. *Disabled* is the rudder, by a shot between it
and the sternpost.
355. *Disabled* is the wheel.
356. *Disabled* are the bumkins.
357. *Disabled*, having a dangerous shot between
wind and water.
358. *Disabled* are so many guns.
359. **DISCONTINUE** the engagement.
360. *Discontinue* firing on the batteries.
361. *Discontinue* the chace.

362. **DISCONTINUE** the chase, the boats of the fleet, and return to their respective ships.
363. *Discontinue* the now performing evolutions.
364. *Discontinue* leading the convoy, and return to your station.
365. **DISCONTINUED** that the preparations may be.
366. **DISCOVERING** land, the direction to be shown by compass signal.
367. *Discovering* superior force, the direction to be shown by compass signal.
368. *Discovering* inferior force, the direction to be shown by compass signal.
369. *Discovering* equal force, the direction to be shown by compass signal.
370. *Discovering* line of battle ships among the enemy's convoy.
371. *Discovering* frigates among the enemy's convoy.
372. *Discovering* a convoy, compass signal will show the direction.
373. *Discovering* a ship on fire, compass signal will show the direction.
374. *Discovering* a fleet, compass signal will show the direction.

375. **DISCOVERING** a fleet of war, compass signal will show the direction.
376. *Discovering* danger in the direction which will be shown by compass signal.
377. *Discovering* strange ships, the direction will be shown by compass signal.
378. **DISEMBARK** the *marines*.
379. *Disembark* the *troops*.
380. *Disembark* the prisoners.
381. **DISPERSE**, for the *ships of war* so to do.
382. *Disperse*, for the *convoy* so to do.
383. **DISTRESS**; any ship being so situated, though not in want of *immediate* assistance.
384. *Distress*, and in want of *immediate* assistance.
385. **DESTROY** and disable the enemy's *convoy*, as they must be abandoned.
386. **DOUBLE**. The admiral means that a certain division or number of ships, whose signals will be shown, are to make sail and double the *van* of the enemy.
387. *Double* the enemy's *rear*. When signals are thrown out for the division or particular ships that are intended for this service, the *van* ship of this detachment is to tack first, and all the ships astern of her are to follow successively

the same manœuvre. She is also to *wear* first, if the United States' fleet have the weather gage.

388. **DRAW** out of the line.
389. *Draw* into the line.
390. *Draw* the ships of war from the convoy.
391. **DRIVING**, that a ship is.
392. **DIFFICULTIES** I have to encounter.
393. **DAYS**, show the number you are quarantined for.
394. **DESTROY** the convoy as expeditiously as possible, either by burning or sinking, taking care to preserve the crews of the several vessels, and to secure the ships' papers.
395. **DISABLE** and cripple the convoy, without waiting to secure them.
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404. **EMBARK** the *troops*.

405. *Embark* the *marines*.

406. *Embark* the prisoners.

407. **EMBARKED**, that all kinds of stores are to be, with every possible dispatch.

408. **ENEMIES**, that the strange ship or ships in sight are *suspected to be*.

409. *Enemies*, that the strange ship or ships in sight are *positively*.

410. **ENGAGE** particular ships, the men of war of the enemy, while the rest follow their convoy.

411. *Engage* as they come up, the squadron being in chace.

412. *Engage*, every ship, her opponent in the line.

413. *Engage* the enemy to *leeward*.

414. *Engage* the enemy to *windward*.

415. **ENGAGE.** The *headmost* ship to engage the enemy's *rear* ship; and so on, in *succession*, till the *rear* ship of the line becomes the *van*.
416. *Engage.* The *van* ship of the United States' fleet to engage the enemy's *van*: the *centre* is to be exactly opposed to that part of the enemy's line, the *rear* being abreast of the enemy's *rear*; leaving their ships that are disengaged between the several divisions to prevent the enemy's doubling the United States' fleet.
417. *Engage* the enemy's *van*, a particular division, or ships, whose signals will be shown.
418. *Engage* the enemy's *centre*.
419. *Engage* the enemy's *rear*.
420. *Engage* the enemy's *frigates*.
421. *Engage* the enemy's *sloops* of war.
422. *Engage* the enemy's *brigs*.
423. *Engage* the enemy's *gun-boats* or *barges*.
424. **EXAMINE** strange ship or ships passing through or near the fleet.
425. *Examine* the sail you are in chace of, if she is a suspicious vessel, bring her to the admiral,

if not, gain what intelligence you can, and return to your station as soon as possible.

426. **EXECUTION.** That the purport of the signal that is to be made immediately after this, will not be put into execution till the hour P. M. which will be shown with the cornet above it.
427. *Execution* of the signal that will be made immediately after this, will be postponed till the hour A. M. which will be shown with the cornet above it.
428. **EXERCISE** great guns.
429. *Exercise* small arms.
430. *Exercise* telegraph.
431. *Exercise* topsails, by loosing, reefing, hoisting, lowering and furling.
432. **EXCHANGE** signals with the ship who has charge of the convoy, and act in her stead, she being intended for other service.
433. **EXTINGUISHED**, that the fire is.
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~~436.~~

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440. **FALLEN**, that a *shell* has, on board.
441. **FARTHER OFF**, the lookout ship to keep.
442. **FETCH** into port, though the admiral cannot: should any division, ship or ships, be able so to do, the admiral will show their signals with, or after this, when they are to make the best of their way in.

443. **FETCH** into port, that I can.
444. **FIRE** upon the enemy's *rear*: the *van* ship is then to tack, and fall into the rear of the line again; and this manœuvre is to be followed by all the ships successively, till forbid by signal.
445. *Fire* upon the enemy, in the same manner as in the signal immediately preceding this; and the ships are to *wear*, and fall into the rear, instead of tacking.
446. *Fire* to be reserved, till within point-blank shot.
447. *Fire* on the enemy.
448. *Fire* on the chace.
449. *Fire*. That this ship is on fire.
450. *Fire* on the batteries.
451. **FOLLOW** my motions, with or without signal.
452. **FORECASTLE**.
453. **FORCE**. The admiral means to force the the enemy's line: all the ships to follow as fast as possible.
454. **FORM**. The admiral means to form a detachment of superior sailing ships, whose pendants will be thrown out, to harass the enemy

in their movements, that the fleet may sooner close.

455. **FORM** the *order of battle* on the *starboard* line of bearing, at *one cable's* length distance.
456. *Form* the *order of battle* on the *larboard* line of bearing, at *one cable's* length distance.
457. *Form* the *order of battle*, on the *starboard* line of bearing, at a *cable and a half* distance.
458. *Form* the *order of battle*, on the *larboard* line of bearing, at a *cable and a half* distance.
459. *Form* the *order of battle*, on the *starboard* line of bearing, at *two cables'* length distance.
460. *Form* the *order of battle*, on the *larboard* line of bearing, at *two cables'* length distance.
461. *Form* the *line of battle*, without regard to seniority, or order prescribed, on the *larboard* line of bearing, at a *cable's* length distance: every ship to fall into the line as she comes up.
462. *Form* the *line of battle*, without regard to seniority, or order prescribed, on the *starboard* line of bearing, at a *cable's* length

distance: every ship is to fall into the line as she comes up.

463. **FORM** a line *ahead*, at *one mile* distance. The direction in which it is to be formed will be shewn by the compass signal.
464. *Form* a line *ahead*, at *two miles* distance. The direction in which it is to be formed will be shewn as above.
465. *Form* a line *ahead*, at *three miles* distance. The direction in which it is to be formed will be shown as above.
466. *Form* a line, at *half a mile* distance. The direction of the line to be shown by compass signal.
467. *Form* a line, at *a mile distance*. Direction of the line as above.
468. *Form* a line, at *two miles* distance. Direction of the line as above.
469. *Form* a line, at *three miles* distance. Direction of the line as above.
470. *Form*. Form a particular squadron, or division, denoted by their proper signals, to take post (and form in the same order as the fleet) in the intervals of one or more squadrons, or divisions, pointed out by their

proper distinguishing flags hoisted under or after this signal.

471. **FORM** the *first* order of sailing, on the *starboard* line of bearing.
472. *Form* the *first* order of sailing, on the *larboard* line of bearing.
473. *Form* the *second* order of sailing.
474. *Form* the *third* order of sailing.
475. *Form* the *fourth* order of sailing.
476. *Form* the *fifth* order of sailing, in *three* columns, on the *starboard* line of bearing, leading ships in *direction of the wind* from each other.
477. *Form* the *fifth* order, in *three* columns, on the *larboard* line of bearing, leading ships in the *direction of the wind* from each other.
478. *Form* the *fifth* order, in *three* columns, on the *starboard* line of bearing, leading ships *abreast* of each other.
479. *Form* the *fifth* order, in *three* columns, on the *larboard* line of bearing, the leading ships *abreast* of each other.
480. *Form* the order of *retreat*.
481. *Form* the order of *convoy*, in *two* columns, and steer as directed by compass signal.

482. **FORM** the order of *convoy*, in *three* columns, and steer as directed by compass signal.
483. *Form* the *prescribed* order of sailing *ahead*.
484. *Form* the order *ahead*, without regard to seniority or relative position of different ships, as prescribed by instructions.
485. *Form* the *prescribed* order *abreast*.
486. *Form* the order *abreast*, without regard to seniority or relative position of different ships, as prescribed by instructions.
487. **FORCE** the enemy's line, particular ships, whose flags will be shown.
488. *Force* the enemy's line, the whole fleet, beginning at the *van*, each ship raking her opponent as they pass.
489. *Force* the enemy's line, the whole fleet, beginning at the *centre*, raking them as above.
490. *Force* the enemy's line, the whole fleet beginning at the *rear*, each ship raking her opponent as they pass.
491. **FIRE-SHIPS** proceed on service without the men of war.
492. **FRIGATES**, are the strange ships in sight.
493. *Frigates*, are the ships that have joined the enemy.

494. **FLAG** of truce or cartel, the strange sail is.
If necessary, her bearing will be shown by
the chasing signal, after this is answered.

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500. **GAIN** the admiral's wake, ships to *leeward*.
501. *Gain* the wind of the enemy.
502. **GUARD**, the ship that is to take it for the *night* will be designated by her number of pendant.
503. *Guard*, the ship that is to have it from *sun-set* till the setting of the watch, designated as above.
504. *Guard*, the ship that is to have it for the *first* watch.
505. *Guard*, the ship that is to have it for the *middle* watch.
506. *Guard*, the ship that is to have it from *four in the morning* till sunrise.
507. **GUNS**, *one* will be fired to designate the moment that the following signal will be carried into execution.
508. *Guns*, *none* will be fired, but the motions of the commodore will be attended to.
509. **GO AHEAD**, and keep a lookout for danger, having the signal bent ready to make it known, should any appear.
510. **GUARD**, the ship that is to have for the day; the guard-ship is to hoist an **American**

jack at the mizen, change flags at the time
of hoisting colours.

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515. HAIL, to come within.
516. HAUL by the wind *together*, upon the *starboard* tack.
517. *Haul* by the wind *together*, upon the *larboard* tack.
518. *Haul* by the wind in *succession*, in the wake of the leaders of the column or columns, as the fleet may happen to be formed, on the *starboard* tack.
519. *Haul* by the wind, as in the last signal, upon the *larboard* tack.
520. *Haul* by the wind in *succession*, in the wake of the rear ship or ships of the line or lines, as the fleet may be disposed, on the *starboard* tack.
521. *Haul* by the wind, as in the signal immediately *preceding* this, upon the *larboard* tack.

522. **HAUL** down the colours at present flying.
523. **HAULED** their wind that the enemy's fleet have, *together*, on the *starboard* tack.
524. *Hauled* their wind that the enemy's fleet have, *together*, on the *larboard* tack.
525. *Hauled* their wind that the enemy's fleet have, *in succession*, on the *starboard* tack.
526. *Hauled* their wind that the enemy's fleet have, *in succession*, on the *larboard* tack.
527. **HEAVE SHORT**, the whole fleet.
528. **HOIST** in all the *launches*.
529. *Hoist* out all *launches*.
530. *Hoist* your distinguishing flag.
531. *Hoist* the colours you were directed to prepare for.
532. **HOLD FORE**. Answer interrogatory signal.
533. **HOLD MAIN**. Answer interrogatory signal.
534. **HOLD AFTER**. Answer interrogatory signal.
535. **HAND** the *mainsail*, my ship may require the mainsail.
536. *Hand* the *foresail*, my ship may require the foresail.

537. **HEAVE TOO**, under *foresail* and *main-sail*, my ship may not lie too well with storm staysails.
538. *Heave too*, under *foresail* and *storm staysails*.
539. *Heave too*, under *storm staysails* only.
540. **HOUR** of the day will be shown immediately after this signal, in order that the execution of the postponed signal may be carried into effect exactly at the same time by all the squadron.
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546. **INTERROGATE.** Until what time is the execution postponed on board your ship?
547. *Interrogate* a ship, touching the cause of her distress.
548. *Interrogate.* How many *officers* killed on board?
549. *Interrogate.* How many *seamen* and *marines* killed?
550. *Interrogate.* How many *officers* wounded?
551. *Interrogate.* How are you steering by your compass?
552. *Interrogate.* How many *seamen* and *marines* wounded?
553. *Interrogate.* How many dangerous shot-holes between wind and water?
554. *Interrogate.* How many quarters of an hour will it take you to be in a condition to renew the action, or make sail?
555. *Interrogate.* Of what articles are you particularly in want?
556. *Interrogate.* How situated for boatswain's stores?
557. *Interrogate.* How situated for gunner's stores?
558. *Interrogate.* How situated for carpenter's stores?

559. **INTERROGATE.** How many days' bread have you on board?
560. *Interrogate.* How many gallons of water have you on board?
561. *Interrogate.* How many days' beef and pork have you on board?
562. *Interrogate.* How many days' wood have you on board?
563. *Interrogate.* In what latitude or longitude did you leave the strange or enemy's fleet, ship or ships?
564. *Interrogate.* What is the cause of your delay?
565. *Interrogate.* In what bay, harbor, or roadstead?
566. *Interrogate.* How many men are deemed adequate to the service in agitation?
567. *Interrogate.* Have you seen any of the enemy's ships?
568. *Interrogate.* How are the enemy's ships steering?
569. *Interrogate.* How many feet water do you make in an hour?
570. *Interrogate.* How many guns do you think the chace mounts?

571. **INTERROGATE.** Do you come up with the chace?
572. *Interrogate.* Shall I continue the chace without taking possession?
573. *Interrogate.* How many hours, if the chace be continued, will be necessary to close the enemy, to the best of your judgment?
574. *Interrogate.* How many line of battle ships do or did you make out?
575. *Interrogate.* How many frigates do or did you see?
576. *Interrogate.* How many sail in all do or did you count?
577. *Interrogate.* How many hours ago?
578. *Interrogate.* How many points?
579. *Interrogate.* How does the place you left the enemy bear, and what distance?
580. *Interrogate.* What damage have you sustained?
581. *Interrogate.* Has any ship a pilot or person on board acquainted with the coast or harbour?
582. *Interrogate.* Have you any intelligence for the admiral?
583. *Interrogate.* Can you weather the enemy?

584. **INTERROGATE.** How many sick have you on board ?
585. *Interrogate.* What part of the ship is on fire ?
586. *Interrogate.* What soundings have you ?
587. *Interrogate.* In what latitude are you by **D. R?**
588. *Interrogate.* What latitude are you in by double altitude ?
589. *Interrogate.* What longitude are you in by observation ?
590. *Interrogate.* In what longitude by **D. R?**
591. *Interrogate.* How does *Cape Race* bear, and what distance in miles ?
592. *Interrogate.* How does nearest part of *Isle of Sables* bear, and what distance ?
593. *Interrogate.* How does *Cape Sable* bear, and what distance ?
594. *Interrogate.* How does *Seguin lighthouse* bear, and what distance ?
595. *Interrogate.* How does *Portland light* bear, and what distance ?
596. *Interrogate.* How does *Portsmouth, N. H.* bear, and what distance ?

597. **INTERROGATE.** How does *Cape Ann* bear, and what distance?
598. *Interrogate.* How does *Cape Cod* bear, and what distance?
599. *Interrogate.* How does *Nantucket South Shoal* bear, and what distance?
600. *Interrogate.* How does *Montuck Point* bear, and what distance?
601. *Interrogate.* How does *Sandy Hook* bear, and what distance?
602. *Interrogate.* How does *Cape Henlopen* bear, and what distance?
603. *Interrogate.* How does *Cape Henry* bear, and what distance?
604. *Interrogate.* How does *Cape Hatteras* lighthouse bear, and what distance?
605. *Interrogate.* How does *Cape Lookout* bear, and what distance?
606. *Interrogate.* How does *Cape Fear* lighthouse bear, and what distance?
607. *Interrogate.* How does *Charleston* lighthouse bear, and what distance?
608. *Interrogate.* How does *Tybee* lighthouse bear, and what distance?

609. **INTERROGATE.** How does *St. Augustine* bear, and what distance?
610. *Interrogate.* How does *Cape Carnaxeral* bear, and what distance?
611. *Interrogate.* How does *Cape Florida* bear, and what distance?
612. *Interrogate.* How does *Scilly* bear, and what distance?
613. *Interrogate.* How does the *Lizard* bear, and what distance?
614. *Interrogate.* How does *Ushant* bear, and what distance?
615. *Interrogate.* How does *Cape Ortugal* bear, and what distance?
616. *Interrogate.* How does *Cape Finisterre* bear, and what distance?
617. *Interrogate.* How does the *Rock of Lisbon* bear, and what distance?
618. *Interrogate.* How does *Cape St. Vincent* bear, and what distance?
619. *Interrogate.* How does *Gibraltar* bear, and what distance?
620. *Interrogate.* Of what class do you take the ships in sight to be?

621. **INTERROGATE.** Of what class do you think the ships are that have joined the enemy?
622. *Interrogate.* Of what nation is the strange sail or chace?
623. **INABILITY** to comply with the signal.
624. *Inability* to keep my station, being overpressed with sail.
625. *Inability* to engage, for want of *powder*.
626. *Inability* to keep the sea, being short of *water*.
627. *Inability* to keep the sea, being in want of *bread*.
628. *Inability* to keep the sea, being in want of *beef and pork*.
629. *Inability* to keep the sea, having so many *sick* on board.
630. **INFERIOR** are the enemy's ships to the whole fleet.
631. *Inferior* are the enemy to the squadron or ships in chace of them.
632. **INTELLIGENCE** that I have for the admiral.
633. *Intelligence* I will send for as soon as convenient.

634. **INTELLIGENCE** send me as soon as convenient.
635. *Intelligence*, of the enemy's force, position, or movements, endeavor to gain from the strange sail.
636. *Intelligence* send me immediately.
637. *Intelligence* I will send for immediately.
638. **I SHALL** take charge of your convoy until you join company, or conform to other orders.
639. **I AM READY** to proceed on service.
640. **I AM NOT** ready to proceed on service, to renew the action, or to make sail.
641. **INVERT** the order of *battle*, by *tacking together*.
642. *Invert* the order of *battle*, by *tacking in succession*.
643. *Invert* the order of *battle*, by *wearing together*.
644. *Invert* the order of *battle*, by *wearing in succession*.
645. **INTERCHANGE** the *van* and *centre*, the *van tacking* and passing to *windward* of the *centre*.

646. *Interchange the van and centre, the centre passing to windward of the van.*
647. *Interchange the van and rear, the van and centre tacking and passing to windward of the rear.*
648. *Interchange the van and rear, the rear and centre passing to windward of the van.*
649. *Interchange the van and rear, the van and rear passing to windward of the centre.*
650. *Interchange the centre and rear, the centre tacking and passing to windward of the rear.*
651. *Interchange the centre and rear, the rear passing to windward of the centre.*
652. *Interchange the weather and centre columns.*
653. *Interchange the weather and lee columns.*
654. *Interchange the centre and lee columns.*
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665. **JOINED**, that the enemy are, by some
strange ships.

666. **JOIN** company as soon as possible.

667. *Join* company as soon as convenient.

668.

669.

670.

671. **KILLED**, that the admiral is.
672. *Killed*, that the captain is.
673. *Killed*, that so many lieutenants are.
674. *Killed*, that the master is.
675. *Killed*, are midshipmen, so many.
676. *Killed*, that the marine officers are, so many.
677. *Killed*, that the boatswain is.
678. *Killed*, that the gunner is.
679. *Killed*, that the carpenter is.
680. *Killed*, that the surgeon is.
681. *Killed*, that the purser is.
682. *Killed*, are seamen and marines, so many.
683. **KNOWN**. The *van* ship to make known to the admiral when she can *weather* the enemy.
684. *Known*. The *rear* ship to make known to the admiral when she can *weather* the enemy.
685. **KEDGE** to *anchor* with.
686. **KEDGES** to *warp* with.
- 687.

688.

689.

690. **LAND TO MAKE:** go *ahead* for that purpose.

691. **LEAD** down, being *ahead* and to *windward* of the enemy, when every ship is to attack her opponent.

692. *Lead* the *weather* column.

693. *Lead* the *centre* column.

694. *Lead* the *lee* column.

695. **LEAD** the column to which you belong.
696. *Lead* the fleet.
697. *Lead* the convoy.
698. **LEAVE** any disabled ship or prize.
699. **LEND BREAD**, the ship whose distinguishing flag is shown herewith. The number of hundreds will be pointed out by the numerary, accompanied with the borrower's distinguishing flag and cornet.
700. **LEND WATER**; so many gallons to a particular ship. The mode of making this signal, as well as all others of this kind, is to be the same as in the last.
701. **LEND FLOUR**; so many barrels to a particular ship.
702. **LEND** gallons of *spirits* to a particular ship.
703. *Lend* gallons of *oil* to a particular ship.
704. *Lend* pounds of *butter* to a particular ship.
705. **LEND POWDER**; so many barrels to a particular ship.
706. **LEND** so many *seamen* to a particular ship.
707. *Lend* so many *marines* to a particular ship.

708. **LEND** your *long-boat*, or *launch*, to a particular ship.
709. *Lend* so many of your *small boats* to a particular ship.
710. *Lend* a spare *main top-mast* to a particular ship.
711. *Lend* a spare *fore top-mast* to a particular ship.
712. *Lend* a spare *main top-sail yard* to a particular ship.
713. *Lend* a spare *fore top-sail yard* to a particular ship.
714. *Lend* a spare *jib-boom* to a particular ship.
715. *Lend* a spare *main sail* to a particular ship.
716. *Lend* a spare *fore sail* to a particular ship.
717. *Lend* a spare *main top-sail* to a particular ship.
718. *Lend* a spare *fore top-sail* to a particular ship.
719. *Lend* your *stream cable* to a particular ship.
720. *Lend* your *kedg anchor* to a particular ship.
721. *Lend* your *kedg*, with a good *hawser*, to a particular ship.
722. *Lend* your *pilot* to a particular ship.

723. **LIGHTS**, to carry, during the night.
724. **LOOK OUT**, in a particular direction, which will be shown by the compass signal, at such a distance as plainly to discern the signals.
725. **LOOK OUT AHEAD** during the night, so as to have intercourse by signal.
726. **LOOK** into the harbour, and *reconnoitre*.
727. **LONGITUDE** of the lunar observation will be shown immediately after this signal.
728. **LOOK OUT** on the *starboard* wing of the fleet.
729. *Look out* on the *larboard* wing of the fleet.
730. **LAND**, approach *nearer*.
731. *Land*, approach *no nearer*.
732. *Land*, have you seen; and if you have, how did it bear, and what distance in miles.
733. **LAUNCH**; send one manned on board the commander in chief.
734. **LOOK OUT** for signals from the ship, whose number will be shown immediately after this is acknowledged.

735.

736.

737.

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740. **MERCHANT** ships, are those in sight.
741. **MOOR.**
742. **MAN** the prize or prizes, the ship or ships whose distinguishing flag or flags are, or will be next shown.
743. **MEN OF WAR** charged with convoy, will make the signal for them to get under way.
744. *Men of war* charged with convoy, will make the signal for them to stand into port and anchor.
745. **MAKE** the best of your way to your intended port.
746. **MERCHANTMEN** not being ready.
747. **MAN** the prizes as fast as possible, and instruct the prize masters, to make the best of their way after the squadron.
748. *Man* the prizes as fast as possible, and instruct the prize masters, to make the best of their way for the *United States*.
- 749.

750.

751.

752.

753. **NEARER**, for the look out ship to come.

754. **NEGATIVE**. Cannot comply with the signal; not having to spare on board of the articles in question.

755. **NEGATIVE, NO, NONE, or NOTHING**.

756. **NEWS** of importance, I have to communicate.

757.

758.

759.

760. **OPEN** more; **I** meaning to pass between you and your opponent.

761. *Open* more the *present* order, to give room for manœuvring.

762. *Open* more the ship next *ahead*.

763. *Open* more the ship next *astern*.

764. *Open* more from the *van*.

765. *Open* more from the *centre*.

766. *Open* more from the *rear*.

767. *Open* more the *divisions* or *columns*.

768. **OPEN ORDER**, the fleet or squadron is to take.

769. **OVERBOARD**, that a man is fallen.
770. **OVER PRESSED** with sail, that I am.
771. **OBSERVED**, I have not.
772. **OBSERVATION**, I have not worked.
- 773.
- 774.
- 775.
- 776.

777. **PARTED**, I have my cable.
778. **PART** company, that you may.
779. *Part* company you must not.
780. *Part* company, my present situation obliging me thereto, though not in want of a ship to attend; the cause of which is to be made known by signal to the admiral.
781. *Part* company, my present situation obliging me to, and request a ship to attend me into port; the cause is to be made known to the admiral by signal.
782. **PASS**, in succession, under the admiral's stern, within hail.
783. *Pass*, I wish, to windward.
784. *Pass*, I wish, to leeward.
785. *Pass*. The *van* to *pass* and form the rear by *tacking*, and passing to windward of the centre and rear.
786. *Pass*. The *van* to *pass* and form the rear; the centre and rear passing to windward of the *van*.
787. *Pass*. The rear to *pass* and form the *van*; the *van* and centre *tacking* and passing to windward of the rear.

788. **PASS.** The *rear* to *pass* and form the *van*; the *rear* passing to *windward* of the *van* and *centre*.
789. *Pass.* The *weather* column and form the *lee*.
790. *Pass.* The *lee* column and form the *weather*.
791. **PERMISSION** wished to set the rigging up.
792. *Permission* wished to *chace*.
793. *Permission* wished to *exercise* the people.
794. *Permission* wished to *part company*.
795. *Permission* wished to send sick on board the hospital ship.
796. *Permission* wished to execute the signal whose number will be shown immediately after this.
797. **PILOT** boat or boats in sight.
798. **PIPE** to *breakfast*.
799. *Pipe* to *dinner*.
800. **POSSESSION** to be taken of the vessel that has struck, by the ship or ships astern, whose signals will be thrown out.
801. *Possession* without taking, the headmost ships are to continue the pursuit.

802. **PREPARE** for *battle*.
803. *Prepare* to hoist the colours which will be directed by next signal.
804. *Prepare* to make all sail possible *by the wind*.
805. *Prepare* to make all sail *before the wind*.
806. *Prepare* to make all sail *free*.
807. *Prepare* to *board*.
808. **PRIME**, the fire-ships so to do; but when in chace of the enemy, they are always so to do, without any signal.
809. **PRIZE**, all is *well* with the.
810. *Prize*, all is *not well* with the.
811. **PRIZE-MASTER**, change, if you can furnish a better.
812. **PRIVATEERS**, *American* those in sight are.
813. *Privateers*, *enemies* those in sight are.
814. *Privateers*, *friendly* those in sight are.
815. **PROCEED** on service, the fire-ships, under cover of the men of war appointed for that purpose.
816. **PURCHASE**, cannot my anchor.
817. **POSITION**, is yours *safe* and agreeable.
818. *Position*, ours is *safe* and agreeable.

819. **POSITION**, ours is *unsafe* and disagreeable.

820. **PUNISHMENT** to take place on the display of this signal; if postponed, the hour will be shown by the signal for that purpose.

821.

822.

823.

824.

825.

826. **QUIT THE LINE**, certain ships, whose signals will be thrown out; the enemy being inferior.

827. *Quit the line.*

828. **QUARANTINE**, that I am under.

829.

830.

831. **RAKE** the *van* or *rear* ship of the enemy, the ships disengaged in the *van* or *rear* of the line.
832. **READY**, that the fire-ships are, to proceed upon service.
833. **RECALL**, ships, whose bearing from the admiral will be shown by compass signal. Their pendants will be shown, if necessary.
834. *Recall* the wooding and watering parties from the shore.
835. *Recall* all cruizers, lookout vessels, or vessels in chace.
836. **RECONNOITRE** the enemy's fleet; and make known, with all possible dispatch, to the admiral their force and number.
837. **RECALL** all boats.
838. **RED ENSIGNS** to be worn by all the fleet.

839. **REDUCED**, that the *allowance* is to be one quarter.
840. *Reduced*, that the *allowance* is to be one third.
841. *Reduced*, that the *allowance* is to be one half.
842. *Reduced*, that the fleet is to be, to an allowance of, *half pints* of water per diem, whose number will be shown with the cor-net.
843. **REEFS**, take *one* in the topsails.
844. *Reefs*, take *two* in the topsails.
845. *Reefs*, take *three* in the topsails.
846. **REEFS**, close reef the topsails.
847. *Reef*, the *foresail*.
848. *Reef*, the *mainsail*.
849. *Reef*, the *courses*.
850. *Reefs*, turn out *one* from the topsails.
851. *Reefs*, turn out *two* from the topsails.
852. *Reefs*, turn out *three* from the topsails.
853. *Reefs*, turn out *all* from the topsails.
854. *Reefs*, turn out of the *mainsail*.
855. *Reefs*, turn out of the *foresail*.
856. *Reefs*, turn out of the *courses*.
857. **RE-EMBARK** the *troops*.
858. *Re-embark* the *marines*.

859. **RE-EMBARK** the *sick*.
860. *Re-embark* the *prisoners*.
861. *Re-embark* the *ordnance*.
862. *Re-embark* all *stores*.
863. **RESTORE** the line of *battle* on the *present* tack—the wind having hauled forward *less* than *six points*—the whole squadron heaving to, except the headmost ship, which is to keep away, and steer her proper course for performing this manœuvre, and is to be followed in succession by each ship in the squadron, as the van ship arrives on the new close-hauled line from them—to haul by the wind together as soon as the rear ship is on the close-hauled line.
864. **RE-FORM** the line of *battle* on the *present* tack, the wind having hauled ahead *less* than *six points*. The headmost ship to bear away the proper number of points until she brings the rear ship on the new close-hauled line, when she is to haul by the wind—the rest of the ships of the squadron are to stand on by the wind, and follow the manœuvres of their seconds ahead in succession by keeping away, and springing their luff.

865. **RE-FORM** the line of *battle* on the *present* tack, the wind having hauled ahead *less* than *six points*. The *van* ship tacking, when the rest of the squadron stand on by the wind, and tack in the wake of their respective seconds ahead. The *van* ship to re-tack as soon as the last ship of the centre division has tacked, and to be followed by the whole squadron, as they arrive in her wake.
866. *Re-form* the line of *battle* on the *present* tack, the wind having hauled less than *six points ahead*, by tacking together, except the *van* ship, who will bring to, and re-tacking in succession as the ships arrive on the new close-hauled line, closing the line as they re-tack.
867. *Re-form* the line of *battle* on the *present* tack, the wind having hauled *ahead less* than *six points*, by tacking all together, the *van* just keeping *steerage* way, while the centre and rear carry more sail to arrive on the new close-hauled line, when they are to tack together.
868. *Re-form* the line of *battle* on the *present* tack, the wind having *hauled ahead less*

than *six points*—the whole squadron wearing round, and steering the exact opposite course to the former line of battle, the rear ship to veer again immediately, and haul by the wind on the former tack, and be followed by the rest of the squadron in succession.

869. **RE-FORM** the line of *battle* on the *present* tack, the wind having hauled *exactly four points ahead*—the whole squadron to wear together, and steer exactly opposite to the former course, except the rear ship, who steers four points free on the same tack, and is followed in succession by the squadron until the van ship arrives in her wake, when all the squadron is to wear together, and haul by the wind.

870. *Re-form* the line of *battle* on the *present* tack, the wind having hauled *forward less than six points*, the whole squadron to wear together, and steer exactly opposite to their former course, except the rear ship, who wears and hauls her wind on the opposite tack, and is to be followed by all the squadron in succession, as they arrive in her wake: as soon as the former van arrives in

her wake, the admiral will make the necessary signal for tacking or wearing, as the case may require.

871. **RE-FORM** the order of *battle* on the *other* tack, the wind having hauled *forward less than six points*. The van ship to go about, while the rest of the ships stand on and tack in succession, as they arrive in his wake.
872. *Re-form* the order of *battle* on the *other* tack, the wind having *hauled forward less than six points*; the whole squadron to wear together, and steer exactly opposite to the former course, except the rear ship, which wears and hauls by the wind on the other tack, the other ships haul their wind in succession, as they arrive in her wake.
873. *Re-form* the line of *battle*, the wind coming ahead *more than six points, and less than twelve points*. The squadron will change their tack, and be prepared to manœuvre the same as if the wind had hauled ahead less than six points on their new tack.
874. *Re-form* the line of *battle*, the wind having hauled *ahead exactly twelve points*. The

squadron will brace about their yards, and be prepared to manœuvre.

875. **RE-FORM** the line of *battle* on the *same* tack, the wind having *hauled aft*. The van ship to haul by the wind, and be followed by the squadron in succession.
876. *Re-form* the line of *battle* on the *other* tack, the wind having come *aft just four points*. The squadron hauling their wind together, then tacking together.
877. *Re-form* the line of *battle* on the *other* tack, the wind having *hauled aft*—The van ship hauling her wind on the other tack, and being followed by the squadron in succession.
878. *Re-form* the line of *battle* on the *same* tack, the wind having *hauled aft just sixteen points*. All the ships brace about immediately, and continue to steer four points free on their new tack, until the admiral makes the signal for tacking or wearing together, as the case may require.
879. *Re-form* the line of *battle* on the *other* tack, the *wind having hauled aft just sixteen points*—All the ships brace about immediately; the van ship hauls by the wind; the

rest steer four points free until they arrive in her wake, when they haul their wind in succession.

880. *Re-form the fifth order of sailing on the same tack, the wind having hauled forward less than six points*—The squadron, except the headmost ship of each column, heaves to, the leading ships bear away a certain number of points, and are followed by the ships in their column in succession, as they arrive on the new close-hauled line from them; all the squadron haul their wind together, when they are ranged on a close-hauled line, with their respective rear ships of each column.
881. *Re-form the fifth order of sailing when the wind has hauled more than six, and less than twelve points forward.* The whole squadron will immediately tack together, and manœuvre the same as if the wind had hauled ahead less than six points on their new tack.
882. *Re-form the fifth order on the same tack, the wind having hauled aft less than two points; the leaders of the columns hauling*

by the wind together, followed by the ships of their column in succession, the weather column under very easy sail, the centre under more, and the lee under a press of sail until the leaders of each column are in their proper stations.

883. *Re-form the fifth order on the same tack, the wind having hauled much aft. The weather column brings to, the weather and lee columns steer at right angles to the new close-hauled line, until the leaders of each have the leader of the weather column four points to windward of the close-hauled line, when they haul by the wind, and are followed in succession by the ships of their columns, when the leader of the centre column has got abreast, or in the direction of the wind from the weather column, the weather column fills away, the leader hauls by the wind, and the other ships steering their former course, haul by the wind in succession in the wake of their leaders.*
884. *Re-form the order of retreat, the wind having changed less than four points. The ships of both wings are to keep reciprocally*

abreast of each other on a line, perpendicular to the direction of the wind, and in line of bearing with the angular ship.

885. **RE-FORM** the *order of retreat*, the wind having changed *more than four points*, but *not* blowing within the angle formed by the wings. The lee-leader hauls his wind, doubling his wing outwards, and is to be followed in succession by the ships of that wing. The ships of the weather wing stand altogether for the angular ship, and bear away in succession at the angular point after the ships of the lee wing; hauling their wind in succession at the point where the lee wing commenced the evolution. When the centre ship has hauled her wind, the leader bears away four points, and is followed by his wing in succession. When the centre ship has arrived at the angular point, the evolution is completed.

886. *Re-form* the *order of retreat*, the wind having changed so as to blow *within the angle* formed by the wings. The lee leader hauls his wind on the tack he can take soonest, unless particularly ordered, and the

squadron, standing on their respective lines of bearing, manœuvre in succession in the wake of the lee leader. When the centre ship is right astern of the lee leader, the lee leader bears away four points, and is followed by his wing in succession: when the centre ship arrives at the angular point, the manœuvre being completed, the commander in chief will make the signal for the course the squadron is to steer.

887. **RE-FORM** the *order of convoy*, the wind having hauled *ahead* within the two lines of bearing. The whole fleet cast the same way together, and manœuvre as directed for reforming the fifth order, on the same tack when the wind has hauled forward less than six points.
888. **REFUSAL**, a signal of.
889. **RENDEZVOUS**, to return to.
890. **REPAIR**, on board this ship all *flag officers*.
891. *Repair* on board this ship, *flag officers, Americans* only.
892. *Repair* on board this ship, *flag officers, foreign* only.

893. **REPAIR** on board this ship, *commanders of divisions, or columns.*
894. *Repair* on board this ship, all *captains.*
895. *Repair* on board this ship, all *lieutenants,* except one from each ship.
896. *Repair* on board this ship, all *midshipmen.*
897. *Repair* on board this ship, all *boatswains.*
898. *Repair* on board this ship, all *gunners.*
899. *Repair* on board the ship, whose signal will next be shown, all *surgeons.*
900. *Repair* on board this ship, all *pursers.*
901. *Repair* on board the ship whose number will next be shown, all *sail-makers.*
902. *Repair* on board this ship, all *general land officers.*
903. *Repair* on board this ship, the *officer of the ordnance.*
904. *Repair* on board this ship, the *agent victualler.*
905. *Repair* on board this ship, the *agent for transports.*
906. *Repair* on board this ship, all *carpenters.*
907. *Repair* on board this ship, or the ship whose number will be next shown, all *carpenters with their tools.*

908. **REPAIR** on board this ship, or the ship whose number will next be shown, all *caulkers with their tools*.
909. *Repair* on board this ship, or the ship whose number will next be shown, all *smiths with their tools*.
910. *Repair* on board the ship whose number will next be shown, the *physician-general* of the armament.
911. *Repair* on board the ship whose number will next be shown, all *long-boats manned and armed*.
912. *Repair* on board the ship whose number will next be shown, all *barges manned and armed*.
913. *Repair* on board the ship whose number will next be shown, all *cutters manned and armed*.
914. *Repair* on board the ship whose number will next be shown, all *boats of every denomination manned and armed*.
915. *Repair* instantly on board their respective ships, all *boats from the shore*.
916. *Repair* on board her respective ship, a *particular* boat.

917. **REPAIR**, that boats may at this time, on board the admiral, or any other ship, the service now admitting of it.
918. *Repair* on board their respective ships, all *officers*.
919. *Repair* on board this ship, all *pilots*.
920. *Repair*, captains of ships whose numbers have just been shown, with their men armed, on board ships which will be pointed out, immediately after this signal, by their flags.
921. *Repair* with your sick on *shore*, or to the *hospital ship*.
922. **REPEAT** signals between the admiral and the squadron, ship or ships, in chase: the ship's signal intended for this service, will precede this signal; when they are to make all possible sail, to act between the admiral and the ships in chase.
923. *Repeat* signals during the night.
924. *Repeat signals*.
925. **RETURNED**, the signal books of the fleet are immediately to be.
926. **RENDEZVOUS**, to repair to. The *number* of the rendezvous will be shown after this with the cornet above it, if it is included

in the places specified in the sailing instructions; if it is not, the *latitude* of the place will be first shown in degrees and minutes, then the *longitude* reckoned from *Greenwich*, in the same manner as is directed to show the latitude or longitude in.

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935. **SAIL**, to shorten.
936. **SAILS**, furl.
937. *Sails*, loose.
938. **SAIL**, to shorten, beginning at the *rear*.
939. *Sail*, to make.
940. *Sail*, to *make*, beginning at the *van*.
941. *Sail*, to make all possible; still preserving the present order.
942. *Sail*, to make, ships on the *larboard* wing.
943. *Sail*, to make, ships on the *starboard* wing.
944. *Sail*, to shorten, ships on the *larboard* wing.
945. *Sail*, to shorten, ships on the *starboard* wing.
946. *Sail*. The *convoy* to make sail, and steer as will be shown by the compass signal.
947. *Sail*, to make, *without* turning the reefs out of the top-sails.
948. **SAILING ORDERS**, that the fleet is under.
949. **SECURED**, that I *have*, the ship or ships that have struck.
950. *Secured*, that I *have not*, the ship or ships that have struck.
951. **SEEN**, that I *have*, the enemy's line of battle ships at *sea*.

952. ⁶ **SEEN**, that I have, the enemy's ships in a *harbour*, shattered much.
953. *Seen*, that I have, enemy's ships in a *harbour*, in good condition.
954. *Seen*, that I have, enemy's ships at *anchor*, apparently very much disabled.
955. *Seen*, that I have, enemy's ships at *sea*, situated as in the above signal.
956. *Seen*, that I have, enemy's *frigates* at sea.
957. *Seen*, that I have, an enemy's *convoy* at sea.
958. *Seen*, that I have, enemy's line of battle-ships in a harbour, bay, or roadstead.
959. *Seen*, that I have, enemy's *frigates* in a harbour, bay, or roadstead.
960. *Seen*, that I have, enemy's *convoy* in a harbour, bay, or roadstead.
961. **SEND** a *bower* anchor and *cable* to a particular ship, whose pendant will next be shown.
962. *Send* a *bower cable* only.
963. *Send* an *anchor* only.
964. *Send* *anchor* and *hawser* to a ship in distress.
965. *Send* *engines*, &c. to a ship on fire.

966. **SEND** such a number of men as the numerical signal shall point out on board the *prize*: the signal showing the number of men will be accompanied by the cornet.
967. **SET UP**, that the rigging is to be.
968. **SHIFT HER BIRTH**, a particular ship.
969. **SHIFT** the *flag* on board *another* ship; the flag ship being disabled, the ship, on board of which the flag is to be hoisted, will be pointed out by her distinguishing flag.
970. **SHIPS** furnished with *pilots*, will go ahead under a press of sail, consult together, and take their stations in the most approved situations, in order to direct the fleet into port. Ships that are to be left on the *starboard* hand, will have the *cornet* at the *fore*; those on the *larboard* hand, *no flag*. The ship that is to point out the road, will hoist the *blue repeater forward*.
971. **SIGHT**, to keep, of the strange fleet, to lead the fleet upon them.
972. **SIGNALS**: the one made immediately after this, is *private*, with a strange sail in sight.

973. **SITUATION**: will mine be better with you, than keeping the sea? Answer by assent or negation.
974. **SLIP**, leaving *buoys* on the cables.
975. *Slip*, leaving *no* buoys on the cables.
976. **SOUND**: a particular ship to go *ahead* for that purpose.
977. **SOUNDINGS**, have obtained: the number of fathoms will be shown by the numerary signal.
978. *Soundings*, cannot obtain.
979. *Soundings* in *shoal water*.
980. **SPEAK** with the admiral, that **I** wish.
981. *Speak* with a particular ship, whose number will be shown, the admiral would.
982. *Speak* the strange sail, and bring the admiral intelligence, if any; if none, return to your station.
983. *Speak* the strange sail, and give her such assistance as you may judge convenient to our present situation.
984. **SPIRIT-ROOM**.
985. **SPREAD** more to *starboard*.
986. *Spread* more to *port*.
987. **SPRUNG A LEAK**, that this ship has.

988. **STATION**, to preserve.
989. **STATIONS**, to preserve, as far as circumstances will admit a particular ship or ships, whose number is shown. The direction and distance from the town or cape, will be shown by the compass and numerary signal.
990. **STAY** by a disabled ship or prize.
991. **STEERING**, that the strange or enemy's ships are, as will be shown by compass signal.
992. *Steering*, that the chace is, as will be shown by compass signal.
993. **STOP** the ship or ships attempting to leave the road-stead, the nearest ships to her or them.
994. **STORE-ROOM**, *boatswain's*.
995. *Store-room*, *gunner's*.
996. *Store-room*, *carpenter's*.
997. **SAIL-ROOM**.
998. **STRANGE SHIPS** in sight are *of the line*: their number will be shown with the cornet.
999. *Strange ships* in sight are *frigates*: their number will be shown with the cornet.

1000. **STRANGE SHIPS** in sight are *merchantmen, or transports*: their number will be shown with the cornet.
1001. *Strange ships* in sight are *friends*: their number will be shown with the cornet.
1002. *Strange ships* in sight are *enemies*: their number will be shown with the cornet.
1003. **STRIKE** lower yards and top-gallant masts.
1004. *Strike* top-masts.
1005. *Strike* lower yards and top-masts.
1006. **SWAY UP** top-masts.
1007. *Sway up* lower yards and top-masts.
1008. *Sway up* lower yards.
1009. *Sway up* lower yards and top-gallant masts.
1010. **SUFFICIENCY**, that **I** have on board, of the article or articles in question.
1011. **SUPERIOR** are the strange ships in sight, to the ships of the United States' squadron.
1012. *Superior* is the strange ship or ships to the division, ship, or ships in chace.
1013. **SUPPORT** a particular ship in action.
- 1014.

1015.

1016.

1017.

1018.

1019.

1020. **TACK** in *succession*, beginning at the *van*.
1021. *Tack* in *succession*, beginning at the *rear*.
1022. *Tack*, *together*.
1023. *Tack*, beginning with the *headmost* and *weathermost* ships.
1024. *Tack*, beginning with the *sternmost* and *leewardmost* ships.
1025. *Tack*, ships on the *other* board, as soon as they can fetch the wake of the line of their respective columns.
1026. *Tack*, the *leading* ship of the *centre* division; the rest of the fleet, towards the *rear*, to follow the same manœuvre in *succession*, while the *van* is to continue on the *same* tack as before, engaging the enemy.
1027. *Tack*, a *particular division* whose pendant will be shown, the *van* ship of which is to go about first; the rest are to follow, in *succession*, as far as the *rear* ship of *that* division, who is also to get upon the *other* tack, in order to double the *rear* of the enemy.
1028. *Tack*, such ships as want opponents, and pass through the most convenient intervals of the enemy's line; there go about again, and bring them between two fires.

1029. **TACK**, the two ships, between which the *van* ship of the enemy has forced the line, and bring the enemy's ship between two fires; should the enemy persist in pushing through the line, the ships next ahead, and next astern of the ships that are about, are to tack, and so on through the line, that the enemy may be cannonaded on both sides.
1030. *Tack*, ships that are *before* the admiral's beam.
1031. *Tack*, ships that are *abaft* the admiral's beam.
1032. *Tack*, the *van* division, and lead down the enemy's line to *windward*, and begin the action, while the *centre* and *rear* divisions engage the enemy to *leeward*.
1033. *Tack*, and lead down the enemy's line to *windward*, all the ships that can *weather* their order of battle, and engage, as will the rest of the fleet, to *leeward*, in order to bring them between two fires.
1034. *Tack*, the *van* ship of the line as soon as she can weather the *van of the enemy*, and lead down to *windward* until she shall be in a proper situation to *wear* and attack her op-

- ponents, and so on in *succession*, throughout the *whole line*, to gain the weather gage.
1035. **TACKED**, that the strange or enemy's fleet, ship or ships, have *together*, and are steering as will be shown by compass signal.
1036. *Tacked*, that the strange or enemy's fleet, ship, or ships have, in *succession*, and are steering as will be shown by compass signal.
1037. **TENDERS**, to come under this ship's stern.
1038. *Tenders*, to have *signals*.
1039. **TOPSAILS**, to be stopped with rope-yarns, and hoisted to the mast-head.
1040. **TOW**, a particular ship.
1041. *Tow*, a particular ship, whose number will be shown with *boats*, who are instantly to repair on board of her *without* coming to the admiral.
1042. *Tow my ship*, the *boats*.
1043. **TRAVERSE**, the enemy, every ship, as fast as possible, ahead or astern of your opponent, to get the *lee* or *weather gage*.

1044. **TRUCE**, no hostilities to be committed while this flag is out.
1045. **TOPSAILS**, loose.
1046. *Topsails*, set.
1047. *Topsails*, furl.
1048. **TOPGALLANT YARDS**, send *down*.
1049. *Topgallant yards*, send *up*.
1050. **TOPGALLANT MASTS**, fid.
1051. *Topgallant masts*, launch.
1052. **TOW**, the *boats*.
1053. *Tow*, the *gun-boats* or *bomb-vessels*.
- 1054.

1055.

1056.

1057.

1058.

1059.

1060. **UNDERWAY**, to get.
1061. *Underway*, the *outermost ships* are to get *first*.
1062. *Underway*, that the *lee line* is to get *first*, the fleet being anchored in columns, and so on to the weathermost, which is to weigh last.
1063. *Underway*, to get in *succession* the *lee ship first*, and form the *line of battle* in her wake on the *starboard tack*.
1064. *Underway*, to get in *succession*, the *lee ship first*, and form the *line of battle* in her wake on the *larboard tack*.
1065. *Underway*, that the *strange or enemy's fleet, ship, or ships, are getting*.
1066. *Underway*, that the *strange or enemy's fleet, ship, or ships, are*.
1067. **UNDERSTAND**, do *not*, the signal.
1068. **UNMOOR**.
- 1069.

1070.

1071.

1072. VAN division to *fill*.

1073. AMERICAN.

1074. FRENCH.

1075. ENGLISH.

1076. SPANISH.

1077. PORTUGUESE.

1078. SWEDISH.

1079. DANISH.

1080. RUSSIAN.

1081. TURKISH.

1082. ALGERINE.

1083. TUNISIAN.

1084. **TRIPOLITAN.**

1085. **MOROCCO.**

1086. **GREEK.**

1087.

1088.

1089.

1090.

1091.

1092. **WANT**, that I am in of a *pilot*.
1093. *Want*, that I am in of *boats*.
1094. *Want*, that I am in of *men*.
1095. *Want*, that I am in of *water*.
1096. *Want*, that I am in of *bread*; the number of hundreds will be shown immediately after this signal.
1097. *Want*, that I am in of *pork* and *beef*; the number of barrels will be shown immediately after this signal.
1098. *Want*, that I am in of *powder*; the number of pounds will be shown immediately after this signal.
1099. *Want*, that I am in of *shot*.
1100. *Want*, that I am in of *boatswain's* stores.
1101. *Want*, that I am in of *gunner's* stores.
1102. *Want*, that I am in of *carpenter's* stores.
1103. *Want*, that I am in of a *main topmast*.
1104. *Want*, that I am in of a *fore topmast*.

1105. *Want*, that I am in of a *main topsail yard*.
1106. *Want*, that I am in of a *fore topsail yard*.
1107. *Want*, that I am in of a *jib-boom*.
1108. *Want*, that I am in of a *mainsail*.
1109. *Want*, that I am in of a *main topsail*.
1110. *Want*, that I am in of a *foresail*.
1111. **WANT**, that I am in of a *fore topsail*.
1112. *Want*, that I am in great, of a *surgeon*.
1113. *Want*, I do *not*, of the articles in question.
1114. *Want*, I am in of *intelligence*; endeavour to gain it from the shore or ships, and return to the commodore as soon as possible.
1115. **WATERING**, to send the *boats*.
1116. **WEATHER**, can you the *van* ship of the enemy?
1117. *Weather*, that I *can*, the *enemy*.
1118. *Weather*, I *cannot*, the *enemy*.
1119. *Weather*, can you the *van* ship of the *line* or *division*?
1120. *Weather*, that I *can* the *enemy*.
1121. *Weather*, that I *can* the *van* ship of the *line* or *division*.
1122. **WEAR**, *together*, and steer as will be directed by compass signal.

1123. *Wear*, in *succession*, beginning at the *van*, and steer as will be directed by compass signal.
1124. *Wear*, in *succession*, beginning at the *rear*, and steer as will be directed by compass signal.
1125. *Wear*, the *headmost* and *weathermost* ships *first*.
1126. *Wear*, the *sternmost* and *leemost* ships *first*.
1127. **WHITE ENSIGNS**, to be worn by all the fleet.
1128. **WITHDRAW** your *men* from *prizes* instantly.
1129. *Withdraw*, though the admiral does, from the line, his motions are, at this time to be taken no notice of by the fleet; they still preserving their posts.
1130. **WOODING** parties to be sent from the ships.
1131. **WORE**, that the strange or enemy's fleet, ship, or ships have, *together*, and are steering as will be shown by compass signal.
1132. *Wore*, that the strange or enemy's fleet, ship, or ships have, in *succession*, and are steering as will be shown by compass signal.

1133. **WOUNDED**, that the *admiral* is.
1134. *Wounded*, that the *captain* is.
1135. *Wounded*, that the *lieutenant* or *lieutenants* are; the number will be shewn immediately after this signal.
1136. *Wounded*, that the *captain of marines* is.
1137. *Wounded*, that the *lieutenant of marines* is.
1138. *Wounded*, that the *master* is.
1139. *Wounded*, that the *surgeon* is.
1140. *Wounded*, that *midshipmen* are.
1141. *Wounded* that such a number of *seamen* and *marines* are.
1142. **WEATHER.**
1143. **WINDS** being *adverse*.

FOG SIGNALS.

No.	Guns.	Minutes.	Guns.	
1	2	4	$\frac{1}{2}$	ANCHOR.
2	2	5	2	ALTER the course two points to starboard.
3	2	6	2	<i>Alter</i> the course four points to starboard.
4	2	7	2	<i>Alter</i> the course six points to starboard.
5	2	8	2	<i>Alter</i> the course eight points to starboard.
6	3	4	2	<i>Alter</i> the course ten points to starboard.
7	3	5	2	<i>Alter</i> the course two points to port.
8	3	6	2	<i>Alter</i> the course four points to port.

** 2 Guns from 1. to 20.*

FOG SIGNALS.

No.	Guns.	Minutes.	Guns.	
9	3	7	2	ALTER the course six points to port.
10	3	8	2	<i>Alter</i> the course eight points to port.
11	4	4	2	<i>Alter</i> the course ten points to port.
12	4	5	2	<i>Alter</i> the course one point to starboard.
13	4	6	2	<i>Alter</i> the course one point to port.
14	4	7	2	ALL officers repair on board their respective ships.
15	4	8	2	<i>All</i> captains.
16	5	4	2	<i>All</i> lieutenants.
17	5	5	2	ACT in this case at your own discretion.
18	5	6	2	BOAT with a midshipman from each ship.
19	5	7	2	BRING the strange ships in sight to action, if possible.

FOG SIGNALS.

No.	Guns.	Minutes.	Guns.	
20	5	8	2	CUT or SLIP.
21	2	4	3	DISTRESS , though not in want of immediate assistance.
22	2	5	3	<i>Distress</i> , and in want of immediate assistance.
23	2	6	3	DISCOVERING danger.
24	2	7	3	<i>Discovering</i> strange ships of superior force.
25	2	8	3	<i>Discovering</i> strange ships of inferior force.
26	3	4	3	DISCONTINUE the action.
27	3	5	3	HEADMOST and weathermost ships to tack first.
28	3	6	3	IN WANT of boats manned and armed.
29	3	7	3	I DO NOT understand the signal.
30	3	8	3	MAKE SAIL after lying by.
31	4	4	3	MOOR.
32	4	5	3	MEN OF WAR draw from the convoy to windward.

R

** 3 Guns from 20 to 40.*

FOG SIGNALS.

No.	Guns.	Minutes.	Guns.	
33	4	6	3	MEN OF WAR draw from the convoy to leeward.
34	4	7	3	PREPARE to weigh.
35	4	8	3	<i>Prepare</i> for sailing.
36	5	4	3	<i>Prepare</i> to anchor.
37	5	5	3	STERNMOST and leeward- most ships to tack first.
38	5	6	3	STRIKE lower yards and top- masts.
39	5	7	3	SOUNDINGS obtained.
40	5	8	3	TACK.
41	2	4	$\frac{4}{4}$	TO BRING TO , and lay by on the starboard tack.
42	2	5	4	<i>To bring to</i> , and lay by on the larboard tack.
43	2	6	4	<i>To bring to</i> , and sail on the star- board tack.
44	2	7	4	<i>To bring to</i> , and sail on the lar- board tack.
45	2	8	4	<i>To make more</i> sail.

4 Guns from 40 to 60.

No.	Guns.	Minutes.	Guns.	
46	3	4	4	THAT the admiral has <i>wore</i> , and brought to on the other tack.
47	3	5	4	TO SAIL at the rate of two knots per hour.
48	3	6	4	<i>To sail</i> at the rate of three knots per hour.
49	3	7	4	<i>To sail</i> at the rate of four knots per hour.
50	3	8	4	<i>To sail</i> at the rate of five and a half knots per hour.
51	4	4	4	<i>To sail</i> at the rate of seven knots per hour.
52	4	5	4	<i>To sail</i> at the rate of eight and a half knots per hour.
53	4	6	4	WEIGH.
54	4	7	4	WEAR.
55	4	8	4	<i>Wear</i> , and bring to on the other tack.

FOG SIGNALS.

No.	Guns.	Minutes.	Guns.
56	5	4	4
57	5	5	4
58	5	6	4
59	5	7	4
60	5	8	4

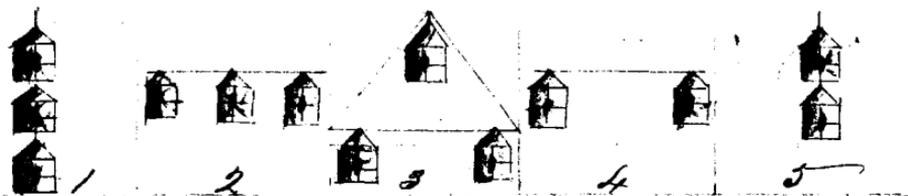
UP lower yards and top-masts.
UNMOOR.

List of vessels of the U. S. Navy with their respective designating numbers.

North Carolina			Dolphin Vincennes	7
Virginia No	1		Potomac	Vermont 28
Adirondack			Minnesota	29
United States	2			30
Constitution	3		Brandywine	
	4		Lehigh	31
Franklin	5			32
Columbus	6		Biscanese	St Mary 33
Congress	Constitution 7		Warren	Bainbridge 34
Massachusetts	Powhatan 8			35
Constellation	Brooklyn 9		Mississippi	
Ohio	10		Pennsylvania	36
Franklin	11		San Juan	Roanoke 37
Independence	12		Vermont	Tanetou 38
John Adams	Juniata 13		Alabama	Miner 39
	14		Santa Perry	40
	15		Cumberland	41
Delaware	16		Patuxent	Falmouth 42
North Carolina	Niagara 17		Savannah	Conquer 43
Essex	Starbuck 18		Raritan	Richmond 44
Cretaria	Potomac 19		St Lawrence	Virginia 45
Cyane	Hartford 20		St Louis	St Lucie 46
	21		Bandolia	Colorado 47
Brandywine	22		Fairfield	Newton 48
Warren	23		Falmouth	Pearse 49
Columbia	St Louis 24			50
Savannah	25			51
Porpoise	26		Dale	52

Frederica ^{Cumberland} Store Ship 53	Albany ^{Portsmouth} 82
Southampton Cyane 54	Portsmouth 83
Relief Alabama 55	General ^{Winterset} 84
Supply Saratoga 56	St. Marys Arctic 85
Leeward St. Lawrence 57	James ^{St. David} 86
Fulla ^{Decatur} 58	87
Preble 59	Barrick ^{Relief} 88
Abasia Macedonia 60	Mohegan 89
Decatur 61	Release 90
Del Marion 62	91
Gratton 63	Incurore 92
Gen. Taylor ^{Santee} Steamer 64	Oneida 93
Mississippi do 65	Pocahontas 94
66	95
Vixen steamer 67	Tasnegh ^{Harvey} 96
Mare Vandavia 68	Arctic ^{Osipee} 97
Fleet Saranac 69	"Ewing" 98
Provinc ^{Sarcastic} 70	Wyoming 99
Petrel 71	Wachusett 100
Michigan 72	Seminole 101
Constellation 73	Mohawk 102
Saratoga 74	Pulaski 103
Warren ^{Sabine} Harcock 75	Mystra 104
Perry ^{Supply} 76	Myanotta 105
Allegheny ^{Pensacola} 77	Frognois 106
Princeton do 78	Sumter 107
Water ^{Essex} Warren 79	Bureau of Construction
Preble 80	Equip't & Repairs
Plymouth ^{Sabine} 81	Pawnee 108

Crusader	109
Anacostia	110
Anacostia	111
Harriet Lane	112
Harriet Lane	113
Summer	114



Note. On making the right signal, the vessel commencing the signal will hoist the number of lights required to make said signal. Then the vessel to which the signal is made will hoist a single lantern; on seeing which, the vessel making the signal will complete it with her false fire; and after having finished it she will haul down her light. The other vessel will then if she understands the signal haul down her signal lantern; but if she does not understand it, she will keep it up and burn a false fire; on seeing which the vessel making the signal will repeat it until it is understood. The intermediate point of the compass not laid down must be made by repeating the same number. Example. To make N. by E. make the signal N. then haul it down after it is answered and immediately repeat it soon round the compass, the repetition being always on the right hand of the number displayed.

Note. In the following pages

N. S. Denotes the number of the signal.

L. . . the number expressed by Lights.

F. . . the number of False Fires.

F. F. . . the number of False Fires.

B. L. . . the number of Blue Lights.

NIGHT SIGNALS.

No.	I	F	FF	BL	
1	/		/		IS NORTH ; but if at anchor, prepare to sail.
2	/		2		<i>Is N. N. E.</i> if at anchor, moor, or let go a second or third anchor, and veer cable as the case may require.
3	2		/		<i>Is N. E.</i> if at anchor, cut or slip.
4	2		2		<i>Is EAST</i> : if at anchor, strike lower yards and top gallant masts.
5	3		/		<i>Is E. S. E.</i> if at anchor, strike top-masts.
6	3		2		<i>Is S. E.</i> if at anchor, weigh and cast to starboard; but

NIGHT SIGNALS.

No.	Z	F	FF	BL
7	Z		/	

if a gun accompanies the signal, the manœuvre is to commence with the starboard wing of the fleet, and so on in succession, they laying in a line abreast; but if in a line ahead, and head to the wind, to commence with the rear.

IS SOUTH: if at anchor, weigh and cast to port; but if a gun accompany the signal, the manœuvre is to commence with larboard wing of the fleet, and so in succession, they laying in a line abreast; but if in a line ahead, and head to

NIGHT SIGNALS.

No.	L	F	FF	BL
8	4		2	
9	5		/	
10	5		2	
11	/			/

wind, to commence with the rear.

Is S. S. W. if at anchor, weigh as may be most convenient: this situation requiring no particular order, till they have gained a station at a proper distance from the land, to join company as may be directed by signal.

No.	L	F	FF	BL
12	/			2
13	∟			/
14	2			2
15	3		/	ANCHOR , prepare to, on the first display of this signal, and anchor on the second.
16	3		2	ANCHORS and HAW-SERS , send to the ship in distress—anchor with kedge on second display.
17	∟		/	ACTION , our object is to avoid or escape; but if unavoidable, direct the fire

No.	L	F	FF	BL	
					to dismast or disable the enemy.
18	4			2	ACTION , discontinue.
19	5			/	AGROUND , I am.
20	5-			2	<i>Aground</i> , I am not.
21	/		/	/	<i>Aground</i> , are you.
22	/		2	/	ASSISTANCE , immediate, I am in want of.
23	/		/	2	<i>Assistance</i> , I am not in want of.
24	/		2	2	ASSENT , or yes.
25	2		/	/	ABACK , is the commodore's mizen. <i>Top sail</i>
26	2		2	/	BRING TO on the starboard tack, with main top-sail aback.
27	2		/	2	<i>Bring to</i> on the larboard tack, with the main top-sail aback.

NIGHT SIGNALS.

No.	L	F	FF	BL	
28	2		2	2	BRING TO , under storm stay-sails, on the larboard tack.
29	3		/	/	<i>Bring to</i> , under close reefed main top-sail, and storm stay-sails, on larboard tack.
30	3		2	/	<i>Bring to</i> , under storm stay-sails, on the starboard tack.
31	3		/	2	<i>Bring to</i> , under storm stay-sails, and close reefed main top-sail, on the starboard tack.
32	3		2	2	BOATS wanted to tow, if no quarter be shown, to repair on board the commodore.
33	4		/	/	BOAT , for, with an officer from each ship.

No.	L	P	P/P	BL	
34	4		2	1	BATTLE , preserve the present order of, on the other tack, by tacking in succession, beginning at the van.
35	4		1	2	<i>Battle</i> , invert the present order of, by wearing in succession, beginning at the rear.
36	4		2	2	<i>Battle</i> , preserve the present order of, on the other tack, by wearing in succession, beginning at the van.
37	5		1	1	<i>Battle</i> , being in a line of, bear away, and form a line of bearings for battle, on the other tack.
38	5		2	1	<i>Battle</i> , the commodore intends to avoid coming to, for the present only.

No.	L	F	FF	BL	
39	S		/	2	BATTLE , form the order of, in the quickest manner possible, without regard to seniority, leaving the commodore to take such station as he may think proper.
40	S	BL	2	2	<i>Battle</i> , prepare for.
41	/	/	/		<i>Battle</i> , form the order of, at such distance in fathoms as will be expressed by numerary signal.
42	/	2	/		<i>Battle</i> , close more the line of.
43	/	/	2		<i>Battle</i> , open more the line of.
44	/	2	2		BEAR UP , and sail large.
45	2	/	/		BEARINGS , form the starboard line of, on the starboard tack.

No.	L	BL	TR	E	
46	2	2	1		BEARINGS , form the starboard line of, on the larboard tack.
47	2	1	2		<i>Bearings</i> , form the larboard line of, on the larboard tack.
48	2	2	2		<i>Bearings</i> , form the larboard line of, on the starboard tack.
49	3	1	1		<i>Bearings</i> , preserve the line of battle, on the same tack with the enemy, by bearing away and standing down for him.
50	3	2	1		CHASE , the boats or cutters will, on that quarter of the compass, which will be immediately shown after the signal is acknowledged.

No.	L	BL	FF	F'	
51	3	1	2		CHASE , or strange sails, are friends.
52	3	2	2		<i>Chase</i> , or strange sails, are enemies.
53	4	1	1		<i>Chase</i> , the whole fleet or squadron will; if necessary, the quarter of the compass will be shown, immediately after this signal is acknowledged.
54	4	2	1		<i>Chase</i> , a particular ship or ships will, whose number will be shown; if necessary, the quarter of the compass will be shown, immediately after this signal is acknowledged.
55	4	1	2		<i>Chase</i> , discontinue.
56	4	2	2		COURSE , alter, to starboard, preserving the line.

No.	L	BL	FF	F.	
57	5	1	1		COURSE , alter, to port, preserving the line.
58	6	2	1		<i>Course</i> , alter, to starboard altogether; the commodore's motions to govern.
59	5	1	2		<i>Course</i> , alter, to port altogether; the commodore's motions to govern.
60	5	2	2		<i>Course</i> , alter, in succession, beginning at the van, and steer as directed by the succeeding compass signal.
		F		BL	
61	/	/			<i>Course</i> , alter, in succession, beginning at the rear, and steer as directed by the succeeding compass signal.
62	/	/			CONVOY , form the order of, and steer as directed

No.	L	R	FR	BL	
63	1	2			<p>by succeeding compass signal.</p> <p>CONVOY, to lead, a ship whose particular signal will be shown.</p>
64	1	3			<p>COLUMNS, interchange weather and lee columns, or divisions.</p>
65	2				
66	2	1			<p>DANGER, I have discovered, and will show its bearings after this signal is acknowledged.</p>
67	2	2			<p>DISPERSE, the squadron will, and shift for itself.</p>

No.	L	F	FF	BL	
68	2	3			DISABLED , or in distress, a ship or ships being, the nearest ship or ships to afford assistance.
69	3				DISABLED is a principal mast or yard.
70	3	/			DISTRESS , I am in.
71	3	2			DISTANCE : the signal succeeding this will show the distance, in fathoms, at which the respective vessels of the squadron are to sail in from each other, in the present order.
72	3	3			ENEMY , the commodore intends passing to windward of.
73	4				<i>Enemy</i> , the commodore intends passing to leeward of.

No.	L	F	FF	BL	
74	4	1			ENEMY , or strange sails, endeavor to cut off from the land.
75	4	2			ENEMY , endeavor to disable or cripple, without waiting to secure them.
76	4	3			ENEMY'S FORCE is superior to ours.
77	5				<i>Enemy's force</i> is inferior to ours.
78	5	1			ENEMY is anchoring, or at anchor.
79	5	2			<i>Enemy</i> is getting under way.
80	5	3			<i>Enemy</i> has bore away.
81	✓	1	1		<i>Enemy</i> is dispersing, or flying:
82	1	2	1		ENGAGE in close action.
83	1	3	1		<i>Engage</i> on the starboard side of the enemy, the commodore intends to.

No.	L	T	FF	BL	
84	1	1	2		<i>Engage</i> on the larboard side of the enemy, the commodore intends to.
85	1	2	2		
86	1	3	2		HAUL by the wind on the starboard tack.
87	2	1	1		HAIL , the nearest ship to come within.
88	2	2	1		<i>Hail</i> , to come within, the ship whose number will be shown.
89	2	3	1		HAUL by the wind on the larboard tack.
90	2	1	2		

NIGHT SIGNALS.

No.	Z	F	FF'	BZ	
91	2	2	2		LAND , approach no nearer.
92	2	3	2		<i>Land</i> , I discover close on board of us.
93	3	1	1		<i>Land</i> , I have discovered, and will show the quarter of the compass.
94	3	2	1		LIGHTS ; show one, the leading vessels of the different divisions.
95	3	3	1		<i>Lights</i> ; show one, each vessel, for the night.
96	3	1	2		<i>Lights</i> ; show none, on any account, during the night.
97	3	2	2		<i>Lights</i> , haul down.
98	3	3	2		<i>Lights</i> , haul down, except the leading vessels of divisions.
99	4	1	1		LOOK OUT , a particular vessel or vessels, for the night, whose number will

No.	L	F	FF	BL	
					be shown in such direction as will be expressed by compass signal; taking care, however, to keep within signal distance of the commanding ship.
100	4	2	/		LINE not to be broken on any account.
101	4	3	/		BORE UP , has the chase.
102	4	/	2		MOTIONS , mine to follow, with or without signal.
103	4	2	2		IN SIGHT , I can keep of the chase, during the night.
104	4	3	2		NEGATIVE , or no.
105	5	/	/		OVERBOARD , that a man has fallen.
106	5	2	/		POSITION ; is yours a safe one.

NIGHT SIGNALS.

No.	L	F	FF	BL	
107	5	3	1		POSITION ; mine, or ours, is unsafe.
108	5	1	2		PRIVATE SIGNAL , make, to the strange sail.
109	5	2	2		RECALL : a general recall of looking out ships; but if directed to a particular ship or ships, the quarter of the compass in which they are, will be shown as soon as this signal is acknowledged.
110	5	3	2		REAR , division or' column to fill.
111	/	/		/	<i>Rear</i> , to bring up, the ship whose number will be shown.
112	/	2		/	RETREAT , from the order of, in one column.

No.	L	F	FF	BL	
113	1	3		1	RETREAT , from the order of, in two columns.
114	1	1		2	SAIL , are you ready to make? Answer by negative or affirmative.
115	1	2		2	SAILING , form the established order of, ahead, in one column.
116	1	3		2	<i>Sailing</i> , form the established order of, ahead, in two columns.
117	2	1		1	<i>Sailing</i> , form the established order of, abreast, in one column.
118	2	2		1	<i>Sailing</i> , form the established order of, abreast, in two columns.
119	2	3		1	<i>Sailing</i> , reverse the order of, the commanding ship or ships of the division or

No.	L	F	FF	BL	
					divisions, preserving the same stations at the van.
120	2	1		2	SAILING , reverse or invert the order of, the rear becoming the van, and the van the rear.
121	2	2		2	<i>Sailing</i> , to regulate, by the commodore's ship.
122	2	3		2	<i>Sailing</i> , close more in the present order.
123	3	1		1	<i>Sailing</i> , open more in the present order.
124	3	2		1	<i>Sailing</i> , form the first order of.
125	3	3		1	<i>Sailing</i> , form the second order of.
126	3	1		2	<i>Sailing</i> , form the third order of.
127	3	2		2	<i>Sailing</i> , form the fourth order of.

No.	I	F	FF	BL	
128	3	3		2	SAILING, form the fifth order of.
129	4	1		1	SAIL, to shorten.
130	4	2		1	SAILS; close reef the top-sails.
131	4	3		1	Sails; courses, close reef.
132	4	1		2	SAIL, I am too much pressed with.
133	4	2		2	Sail, to make.
134	4	3		2	Sail, that is strange, speak, and bring the commanding officer intelligence.
135	5	1		1	SHIPS astern; to secure or examine the ship or ships that have struck, are disabled, or that have passed without examination.
136	5	2		1	Ships on the starboard side of the commanding officer, steer more to starboard.

NIGHT SIGNALS.

No.	L	F	FF	BL	
137	5	3		/	SHIPS on the look out, approach nearer to their own squadron or fleet.
138	5	/		2	<i>Ships</i> on the larboard side of the commanding officer, steer more to port.
139	5	2		2	<i>Ships</i> that have struck, brought to, or that have passed by, are not secured.
140	5	3		2	<i>Ships</i> whose numbers will be shown, go ahead and sound.
		BL		F	
141	/	/		/	SOUNDINGS , have you obtained.
142	/	/		2	<i>Soundings</i> , I cannot obtain.
143	/	/		3	<i>Soundings</i> , obtained.
144	/	2		/	STATIONS , to preserve.
145	/	2		2	STATION , the centre, the commanding officer intends to occupy; ships of

No.	L	BL	FF	F	
					the van and rear from that point, will favor his intention.
146	/	2		2	STEER , as directed by the succeeding compass signal, the squadron will, on a starboard line of bearing, distant from each other two cables' length.
147	2	/		/	<i>Steer</i> , as directed by the succeeding compass signal, the squadron will, on a larboard line of bearing, distant from each other two cables' length.
148	2	/		2	SIGNALS , to repeat, to the ships astern, who have not distinguished mine.
149	2	/		2	SIGNAL , the preceding one is postponed.

NIGHT SIGNALS.

No.	L	BL	FF	F'	
150	2	2		1	SIGNAL is not distinct.
151	2	2		2	SLIP , leaving buoys on your cables.
152	2	2		3	SAILS , strange, I have discovered, the number of which will be shown after this signal is acknowledged, and after that their bearings.
153	3	1		1	TOP-GALLANT yards , send down, on the first display of this signal, and launch top-gallant mast on the second display.
154	3	1		2	<i>Top-gallant masts</i> , send up, on the first display of this signal, and top-gallant yards on the second display.
155	3	1		3	TACKED , has the chase.

No.	L	BL	FF	F	
156	3	2		1	TACK , the leading vessels of the different columns or divisions, together, the other vessels tacking in their stations, so as to form the present order of sailing on the other tack.
157	3	2		2	<i>Tack</i> , the whole fleet, in succession, beginning at the van.
158	3	2		3	<i>Tack</i> , the whole fleet, in succession, beginning at the rear.
159	4	1		1	<i>Tack</i> , the whole fleet, together.
160	4	1		2	<i>Tack</i> , the columns or divisions, in succession.
161	4	1		3	<i>Tack</i> , the headmost and weathermost ships first.

NIGHT SIGNALS.

No.	L	BL	FF	F	
162	4	2		1	TACK , the sternmost and leewardmost ships first.
163	4	2		2	TOP-SAILS , to fill the ships whose top-sails are aback.
164	4	2		3	
165	5	1		1	VAN , to lead, the ship, whose number will be shown.
166	5	1		2	<i>Van</i> , divisions or columns to fill.
167	5	1		3	VESSELS OF WAR , what number, that are strange, can you discover.

No.	Z	BZ	T.T.	T'
168	5	2		1
169	5	2		2
170	5	2		3
171	1		1	1

VAN, the commanding officer intends leading: ships will favor his passage.

No.	L	BL	TR	R
172	1		1	2
173	1		1	3
174	1		2	1

No.	L	B	T	F	
175	1		2	2	WEAR , the columns, in succession, beginning at the van.
176	1		2	3	<i>Wear</i> , the columns, in succession, beginning at the rear.
177	2		1	1	<i>Wear</i> , the whole fleet, in succession, beginning at the van.
178	2		1	2	<i>Wear</i> , the whole fleet, in succession, beginning at the rear.
179	2		1	3	<i>Wear</i> , the whole fleet, together.
180	2		2	1	WATER , shoal, I am in.
181	2		2	2	<i>Water</i> , how many fathoms, are you in?

No.	L	BZ	FF	F	
182	2		2	3	
183	3		1	1	
184	3		1	2	SUNDAY.
185	3		1	3	MONDAY.
186	3		2	1	TUESDAY.
187	3		2	2	WEDNESDAY.
188	3		2	3	THURSDAY.
189	4		1	1	FRIDAY.
190	4		1	2	SATURDAY.
191	4		1	3	

NIGHT SIGNALS.

No.	L	BL	FF	F
192	4		2	1
193	4		2	2
194	4		2	3

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