

bados, appears to have been approaching the northern side of a whirlwind storm, in which the wind blows east, on the afternoon of the 8th of October, and fairly entered it at 8 o'clock in the evening. At 10 p. m. she scudded under topsails, and continued doing so until three next morning, when she took them in, continuing to scud with the foretopmast-staysail set. Between 4 and 5, on the morning of the 9th, the barometer had fallen an inch and a half, and it was blowing a hurricane. At half past 5, it is stated that the decks filled with water, so that she would not mind her helm, and "the wind was whirling to all points." This indicates that the brig had scudded in front of the centre of a revolving storm. Beginning to set over on her beam ends, the topmasts were cut away to right her. At last the wind became west by south; the barometer began to rise; and by noon it is called "a good whole sail breeze."

The brig *Malvern*, from Philadelphia to Barbados, seems to have been in the same storm. She had the wind S.E. by south, veering to S.W., and perhaps was saved from also getting in front of the storm's centre by heaving to. The *Malvern*, however, was upon the port tack, which may have led her into worse weather than if she had on first meeting the gale gone about upon the starboard tack. In neither of these log-books is the longitude recorded, therefore it is impossible to lay down their places.

It is very much to be desired that merchant seamen should always enter the longitude in their log-books, and have a column for recording the height of the barometer, and another for shewing the direction of the highest swell of the sea. The study of the direction of the swell, which is a new part of the subject of the law of storms, is one of practical importance to navigation.

London, 30th December, 1850.

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