it on board. This had not been done at  
first, because the weather was moderate,  
and the distance they had to go, short.  
Under such circumstances, it is not usual  
to hoist boats on board, but it had now  
become necessary. In running down upon  
Clauda, it could not be done, on account of  
the ship's way through the water. To  
enable them to do it, the ship must have  
been rounded to, with her head to the  
wind, and her sails, if she had any set at  
the time, trimmed, so that she had no  
head-way, or progressive movement. In  
this position she would drift, broadside to  
leeward. I conclude they passed round the  
*east* end of the island: not only because it  
was nearest, but because ‘an extensive reef  
with numerous rocks extends from Gozzo  
to the N.W., which renders the passage  
between the two isles very dangerous’  
(Sailing Directions, p. 207). In this case  
the ship would be brought to on the starboard tack, i.e. with the right side to  
windward.” .... St. Luke tells us they  
had much difficulty in securing the boat.  
He does not say *why:* but independently  
of the gale which was raging at the time,  
the boat had been towed between twenty  
and thirty miles after the gale had sprung  
up, and could scarcely fail to be filled  
with water.” Smith, pp. 64, 65.

**17.**] **taken up**, i.e. **taken on board.**

**helps**, i.e. **measures to strengthen the  
ship**, strained and weakened by labouring  
in the gale. Pliny calls the typhoon  
“the chief pest of sailors, breaking not  
only the yards, but even the ribs of the  
vessels themselves.’ Grotius, Heinsius, &c.,  
are clearly wrong in interpreting **helps** to  
mean ‘*the help of the passengers*.’

**undergirding**] or *frapping* the ship. “To  
frap a ship (*ceintrer un vaisseau*) is to pass  
four or five turns of a large cable-laid rope  
round the hull or frame of a ship, to support  
her in a great storm, or otherwise, when it  
is apprehended that she is not strong enough  
to resist the violent efforts of the sea: this  
expedient, however, is rarely put in practice.” Falconer’s Marine Dict.:—Smith,  
p. 60, who brings several instances of the  
practice, in our own times. [See additional  
ones in Conybeare and Howson, ii. 404 f.]

**the quicksand**] **The Syrtis**, on the  
African coast; there were two, the greater  
and the lesser, of which the former was  
the nearer to them.

**lowered the  
gear**] “It is not easy to imagine a  
more erroneous translation than that of  
our authorized version: ‘Fearing lest they  
should fall into the quicksands, they strake  
sail, and were so driven.’ It is, in fact,  
equivalent to saying that, fearing a certain  
danger, they deprived themselves of the  
only possible means of avoiding it.” Smith,  
p. 67. He goes on to explain, that *if they  
had struck sail*, they must have been driven  
*directly towards the Syrtis*. They therefore set what sail the violence of the gale  
would permit them to carry, turning the  
ship’s head off shore, she having already  
been brought to on the starboard tack  
(right side to the wind). The adoption of  
this course would enable them to run before  
the gale, and yet keep wide of the African  
coast, which we know they did. They  
lowered the gear, i. e. they sent down  
upon deck the gear connected with the  
fair-weather sails, such as the topsails.  
A modern ship sends down top-gallant,  
masts and yards, a cutter strikes her top-mast, when preparing for a gale. In  
this case it was perhaps the heavy yard  
which the ancient ships carried, with the  
sail attached to it, and the heavy ropes,  
which would by their top-weight produce  
uneasiness of motion as well as resistance to  
the wind. See a letter addressed to Mr.  
Smith by Capt. Spratt, R.N., quoted in  
Conybeare and Howson, ii. p. 405, note 5.

**so**] i. e. “not only with the ship undergirded, and made snug, but with storm-sails set, and on the starboard tack, which  
was the only course by which she could  
avoid falling into the Syrtis.” Smith.

**18. they lightened the ship**] *Of what the  
freight consisted*, we have no intimation.  
Perhaps *not of wheat*, on account of the  
separate statement of ver. 38.

**19.  
the furniture of the ship**] Beds, moveables  
of all kinds, cooking utensils, and the spare