enough to be of consequence in a ship  
ready to sink from hour to hour.

**39.**] It may be and has been suggested, that  
*some of the Alexandrian seamen must have  
known Malta* ;—but we may answer with  
Mr. Smith that “St. Paul’s Bay is remote  
from the great harbour, and possesses no  
marked features by which it might be recognized”

(p. 100).

**a creek with a shore**]  
properly, **a creek having a sandy beach**.  
What is meant is a creek with a *smooth,  
sandy beach*, as distinguished from a rocky  
inlet.

They were minded, not ‘*to thrust  
in*, as A.V., but **to strand, to run aground,**  
their ship.

**40.**] (1) They *cut away*  
(or, *cut round*) *all four anchors* (the **round**  
may allude to the cutting round each cable  
in order to sever it, or to the going round  
and cutting all four), and left them in the  
sea (literally “**into** the sea,” i.e. ‘in the  
sea, *into* which they had been cast’). This  
they did to save time, and not to encumber  
the water-logged ship with their additional  
weight. (2) They let loose the ropes which  
tied up the rudders. “ Ancient ships were  
steered by two large paddles, one on each  
quarter. When anchored by the stern in  
a gale, it would be necessary to lift them  
out of the water, and secure them by  
lashings or rudder bands, and to loose  
these bands when the ship was again got  
under way.” Smith, p. 101. (3) They  
raised their “*artĕmon*” to the wind. It  
would be impossible in the limits of a note  
to give any abstract of the long and careful  
reasoning by which Mr. Smith has made it  
appear that the ‘artĕmon’ was the **foresail**  
of the ancient ships. I will only notice  
from him, that the rendering *‘mainsail’*  
in our A. V. was probably a mistaken  
translation from Bayfius or De Baif, the  
earliest of the modern writers on naval  
matters, and perhaps the only one extant  
when the translation was made: he says,  
“The *artemon* is the largest sail in the ship,  
as see Acts xxvii. ... even now the Venetians

retain the name.” These words,  
“the largest sail,” they rendered by *mainsail*;

whereas the *largest sail* of the  
Venetian ships at the time was the *foresail*.—The

French ‘artimon,’ even now in  
use, means the sail at the stern (mizen).  
But this is no clue to the ancient meaning,  
any more than is our word *mizen* to the  
meaning of the French *misaine*, which is  
the foresail.

**41. a place where two  
seas met**] At the west end of St. Paul’s  
Bay is an island, Selmoon or Salmonetta,  
which *they could not have known to be  
such* from their place of anchorage. This  
island is separated from the mainland by a  
channel of about 100 yards wide, communicating

with the outer sea. Just within  
this island, in all probability, was the place  
where the ship struck, in a place **where two  
seas met**.

**they ran the ship aground**]  
“The circumstance which follows, would,  
but for the peculiar nature of the bottom  
of St. Paul’s Bay, be difficult to account  
for. The rocks of Malta disintegrate into  
very minute particles of sand and clay,  
which when acted on by the currents, or  
by surface agitation, form a deposit of  
tenacious clay: but in still water, where  
these causes do not act, mud is found : but  
it is only in the creeks where there are  
no currents, and at such a depth as to  
be undisturbed by the waves, that mud  
occurs.... A ship therefore, impelled by  
the force of the gale into a creek with  
a bottom such as that laid down in the  
chart, would strike a bottom of mud,  
graduating into tenacious clay, into which  
the fore part would fix itself and be held  
fast, while the stern was exposed to the  
force of the waves.” Smith, p. 103.