828 THE ACTS. XXVII.   
   
 boat: 17which when they had taken up, they used helps,   
 undergirding the ship ; and, fearing lest they should fall   
 into tthe quicksands, %strake sail, and so were driven.   
 18 And we being exceedingly tossed with a tempest, the   
 next day they lightened the ship; 19 and the third day,   
   
   
 e Jonah © we cast out with our own hands the \* ¢achling of the ship.   
   
 t render, the quicksand, i.e. the Syrtis: see note.   
 ¥ render, lowered the gear : see note.   
 X render, furniture.   
 it on board. This had not been done at practice, in our own times. [See additional   
 first, because the weather was moderate, ones in Conybeare and Howson, ii. 404 f.]   
 and the distance they had to go, short. the quicksand] The Syrtis, on the   
 Under such circumstances, it is not usual African coast; there were two, the greater   
 to hoist boats on board, but it had now and the lesser, of which the former was   
 become necessary. In running down upon the nearer to them. lowered the   
 Clanda, it conld not be done, on account of gear] “It is not easy to iimagine a   
 the ship's way through the water. To more erroneons translation than that of   
 enable them to do it, the ship must have our authorized version: ‘ Fearing lest   
 been rounded to, with her head to the should fall into quicksands, they strake   
 wind, aud her sails, she had any set at sail, and were so driven.” It is, in fact,   
 the time, trimmed, so that she had no equivalent to saying that, fearing a certain   
 head-way, or progressive movement. In danger, they deprived themselves of the   
 this position she would drift, broadside to only possible means of avoiding it.” Smith,   
 leeward. I conclude they passed round the p. 67. He goes on to explain, that if they   
 east end of the island: not only because it had struck sail, they must have been driven   
 was nearest, but because ‘an extensive reef directly towards the Syrtis. They there-   
 with numerous rocks extends from Gozzo fore set what sail the violence of the gale   
 to the N.W., which renders the passage would permit them to carry, turning the   
 between the two isles very dangerous’ ship’s head off shore, she having already   
 (Sailing Directions, p. 207). In this case been brought to on the starboard tack   
 the ship would be brought to on the star- (right side to the wind). The adoption of   
 board tack, i.e. with the right side to this course would enable them to run before   
 windward.” .... St. Luke tells us they the gale, and yet keep wide of the African   
 had much difficulty in securing the boat. coast, which we know they did. They   
 He does not say why: but independently lowered the gear, i.e. they sent down   
 of the gale which was raging at the time, upon deck the gear connected with the   
 the hoat had been towed between twenty fair-weather sails, such as the topsails.   
 and thirty miles after the gale had sprung A modern ship sends down top-gallant,   
 up, and could scarcely fail to be filled masts and yards, a cutter strikes her top-   
 with water.” Smith, pp. 64, 65. mast, when preparing for a gale. In   
 17.) taken up, i.e. taken on board. this case it was perhaps the heavy yard   
 helps, i.e. measures to strengthen the which the ancient ships carried, with the   
 ship, strained and weakened by labouring sail attached to it, and the heavy ropes,   
 in the gale. Pliny calls the typhoon which would by their top-weight produce   
 “the chief pest of sailors, breaking not uneasiness of motion as well as to   
 only the yards, but even the ribs of the the wind. See a letter addressed to Mr.   
 vessels themselves.’ Grotius, Heinsius, &c., Smith by Capt. Spratt, R.N., quoted in   
 are clearly wrong in interpreting helps to Conybeare and Howson, ii. p. 405, note 5.   
 mean ‘ the help of the passengers.’ so] i.e. “not only with the ship   
 undergirding | or frapping the ship. “To girded, and made snug, but with storm-   
 frap a ship (ceiatrer un vaisseau) is pass sails set, on the starboard tack, which   
 four or five turns of large cable-laid rope was the only course by which she could   
 ronnd the hull or frame of a ship, support avoid falling into the Syrtis.” Smith.   
 her in a great storm, or otherwise, when it 18. they lightened the ship] Of what the   
 is apprehended that she is strong enough freight consisted, we have no intimation.   
 to resist the efforts of the sea: this Perhaps not of wheat, on account of the   
 expedient, however, is rarcly put in\_prac- separate statement of ver. 38. 19.   
 tice.” Falconer’s Marine Dict. :—Smith, the furniture of the ship] Beds, moveables   
 p- 60, who brings several instances of the of all kinds, utensils, the spare