830 THE ACTS. XXVII.   
   
 to some country; \*Sand sounded, and found 7¢ twenty   
 fathoms; and when they had gone a little further, they   
   
 sounded again, and found it fifteen fathoms. 29 Then   
 fearing lest we should have fallen upon ¢ rocks, they cast,   
 four anchors out of the stern, and wished for the day.   
 80 And as the shipmen were about to flee out of the ship,   
 when they had let down the boat into the sea, under   
 colour as though they would have 4 cas¢ anchors out of the   
 foreship, 8! Paul said to the centurion and to the soldiers,   
   
   
   
 © titerally, rough places. a better, carried : see note.   
   
 seas. the shipmen deemed] What as in modern navigation, was by the bow.   
 gave rise to this suspicion? Probably the But under certain cireumstances, they   
 sound (or even the apparent sight) of anchored dy the stern; and Mr. Smith has   
 breakers. “If we assume that St. Paul’s shewn from the figure of a ship which   
 Bay, in Malta, is the actual scene of the he has copied from the “Antichit’ de   
 shipwreck, we can have no difficulty in ex- Ercolano,” that their ships had hawse-   
 plaining what these indieations 1nust have holes aft, to them for anchoring by the   
 been. No ship cau enter it from the east stern. “That a vessel cam anchor by the   
 without passing within a quarter of a mile stern is sufliciently proved (if proof were   
 of the point of Koura: but before reaching needed) by the history of some of our own   
 it, the land is low and too far from the naval engagements. So it was at battle   
 track of a ship driven from the eastward, to of the Nile. And when ships are about to   
 be seen in a dark night. When she does attack batteries, it is customary for them   
 come within this distance, it is impossible to go into action prepared to anchor in this   
 to avoid observing the breakers: for with way. This was the ease at Algiers. There   
 north-easterly gales, the sea breaks upon it is still greater interest in quoting the   
 with sueh violence, that Capt. Smyth, in his instance of the hattle of Copenhagen, not   
 view of the headland, has made the breakers only from the accounts we have of the   
 its distinctive Smith, p. 79.—I precision with whieh each ship let go her   
 recommend the reader to study the reason- anchors astern as she arrived nearly op-   
 ings and calculations by which My. Smith posite her appointed station, but because   
 (pp. 79—86) has established, I think satis- it is said that Nelson stated atter battle   
 factorily, that this land could be no other that he had that morning been reading   
 than the point of Koura, east of St. Paul’s Acts xxvii.” Conybeare and Howson, ii.   
 Bay, in Malta. 28. fathoms] The mea- 414. We have an instance in Cesar’s   
 sure here rendered fathom is described as commentaries where his ships were an-   
 being the length of the outstretched arms, chored by four anchors each, to provide   
 from finger to finger. It is therefore very against the violence of a storm. ‘The   
 nearly our fathom, which is six feet.— anchorage in St. Panl’s Bay is thus de-   
 Every particular here corresponds with the seribed in the Sailing Directions: ‘The   
 actual state of things. At twenty-five harbour of St. Paul is open to E. and   
 fathoms’ depth (as given in evidence at the N.E. winds. It is, notwithstanding, safe   
 court-martial on the officers of the Lively, for small ships; the ground, generally,   
 wrecked on this poimt in 1810), the curl being very good: and while the cables   
 of the sea was seen on the rocks in the hold, there is no danger, as the anchors   
 night, but no land. ‘The twenty fathoms will never start?” Smith, p. 92.   
 would oceur somewhat past this: wished for the day] Uncertain, whether   
 fifteen fathoms, in a direction W. by N. their ship might not go down at her   
 from the former, after a time sufficient to anchors : and, even supposing her to ride   
 prepare for the unusual measure of anchor- out the night safely, whether the   
 ing by the stern, And just so are the coast to leeward might not be iron-bound,   
 soundings (see Capt. Smyth’s chart, Smith, atlording no beach where they might land   
 p. 88), and the shore is here full rough in safety. Hence also the ungenerous but.   
 places, mural precipices, upon which the natural attempt of the seamen to save   
 sea must have been breaking with great lives by taking to the boat. See Smith,   
 violence. 29. out of the stern] The p. 97. 30.) “We hear, in a case   
 usual way of anchoring in ancient as well mentioned by Appian, of anchors being