

**DISSERTATION ON ST. PAUL'S  
VOYAGE FROM CAESAREA TO  
PUTEOLI: AND ON THE APOSTLE'S  
SHIPWRECK ON THE ISLAND  
MELITE**

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Dissertation on St. Paul's Voyage from Caesarea to Puteoli: And on the Apostle's Shipwreck on the Island Melite by William Falconer

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**WILLIAM FALCONER**

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ON  
ST PAUL'S VOYAGE

FROM  
CÆSAREA TO PUTEOLI;  
AND ON  
*THE APOSTLE'S SHIPWRECK ON THE  
ISLAND MELITE.*

BY  
WILLIAM FALCONER, M.D., F.R.S.

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WITH ADDITIONAL NOTES.

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## DISSERTATION,

&c.\*

ST PAUL having been accused before Festus, the Roman Acts xxv.  
Governor of Judæa, by the Jews, of divers crimes, availed <sup>7.</sup>  
himself of his privilege, as a Roman citizen, of appealing unto the  
Emperor in person, or of claiming to have his cause heard and Ver. 11.  
adjudged before the imperial tribunal at Rome. In consequence of  
this claim being admitted, it became necessary that he should be  
sent to that city; and he was accordingly, together with several Ver. 12.  
other prisoners, delivered in charge to Julius, a centurion of Acts xxvii.  
Augustus's band, in order to convey them to Rome. <sup>1.</sup>

The centurion so entrusted put his prisoners, and accompanied  
them himself, on board a ship of Adramyttium,<sup>b</sup> then lying at

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\* Dr Benson's 'History of the Establishment of the Christian Religion,' the 'Unitarian Version of the New Testament,' the Bible by Messrs D'Oyley and Mant, and the second edition of 'Annotations on the Gospels,' have each a map in which the course of St Paul is delineated, and they all agree in making Malta the scene of his shipwreck. This opinion, it is supposed, there are strong reasons for rejecting as erroneous. The learned reader will recollect the voyage of Josephus from Palestine to Rome upon a similar occasion. He also was wrecked in the Adriatic.

The present work was originally designed to accompany a new edition of some of the tracts in the Geographi Minores.—EDITOR of the 1st Edition, 1817.

<sup>b</sup> Adramyttium nearly retains its ancient name, being still called Adramytti. It is situate in a small gulf that bears the same appellation, opposite the island of Lesbos, in nearly 39° 35' N. L. and 27° 2' E. L.

The third edition of the work of James Smith, Esq., of Jordan hill, entitled 'The Voyage and Shipwreck of St Paul,' 1866, is referred to in the additional notes of this essay.

- Cæsarea,<sup>c</sup> and, as we may infer, preparing to return homewards. It appears from the account, that they who conducted the ship meant to sail on their return by the coast of Asia. Accordingly, the next day, after they set sail, they touched at Sidon,<sup>d</sup> a noted city on the coast of Coele Syria, lying in  $33^{\circ} 34'$  N.L.  $35^{\circ} 21'$  Lon. E., and about a degree to the North of Cæsarea,<sup>e</sup> with some little deviation to the East. Here it seems they stayed some days; but how long we are not informed. On their loosing from Sidon, they found that their intentions of continuing their voyage along the coast of Asia Minor would be frustrated by contrary winds, which obliged them to pursue their voyage<sup>f</sup> under or on the Southern side of the Island of Cyprus, instead of the Northern, as, according to their plan of sailing along the coast, they had at first proposed.<sup>g</sup>
- Ver. 2.
- Ver. 3.
- Ver. 4.
- Ver. 4.

The word referred to, literally translated, implies that they sailed

<sup>c</sup> Mr Bryant thinks that they set out from Ptolemais, but without foundation. The foregoing chapter ends with what was transacted at Cæsarea, and no account whatever is given of their journey to Ptolemais; and they might reach Sidon in one day from Cæsarea, as well as from Ptolemais.

<sup>d</sup> The anchorage at Sidon is very much exposed to all winds that have westing, and there is generally a swell, which makes riding bad for large ships. Sidon is built on a hill close to the sea. The country about is beautifully cultivated.—SAILING DIRECTIONS.

<sup>e</sup> Cæsarea is five miles to the southward of Tortura. It was once the principal seaport of Samaria, and is now only to be distinguished by the ruins that surround it.

<sup>f</sup> *ὄψιν λαβόμενοι*.—Acts xxvii. 4.

<sup>g</sup> The Island of Cyprus is called by the Turks, Kupria, and is situated between the latitudes of  $34^{\circ} 32'$  and  $35^{\circ} 41'$  north, and longitudes  $32^{\circ} 16'$  and  $34^{\circ} 38'$  east: it lies in an E. by N. and W. by S. direction, being 41 leagues in length, and 11 in breadth. The principal towns in Cyprus are Nicosia, Baffa, Limasol, Larnaca, and Famagousta. The rainy seasons are March, April, November, December, and January: in these months a sort of tornado, attended with hail, is not unfrequent. The most prevailing winds are West and W.S.W. during summer; and North during December and January.—SAILING DIRECTIONS.



under Cyprus, the North point being accounted to be uppermost <sup>b</sup> in ancient as well as in modern geography.<sup>1</sup>

Their course, after doubling the Western point of the Isle of Cyprus, must have been  $36^{\circ}$  to the North of the West point, crossing both the Western part of the Aulon Cilicicus and the sea *Ver. s.* which bounds Pamphylia to the South. Following this course, they arrived at Myra, a sea-port on the coast of Lycia, situated in *Ver. s.* about  $36^{\circ} 9'$  N.L. and  $29^{\circ} 52'$  E.L. How long they remained at Myra does not appear; probably not long, as they found an Alexandrian ship there, which was bound to Italy, and, as it seems, to Puteoli; and as the season of the year was advanced, it may be presumed that they would not wait longer than was necessary. As Myra lies nearly under the same meridian with Alexandria [ $29^{\circ} 51' 5''$  E.L. and  $31^{\circ} 11' 5''$  Lat. N.], it was, from the facility of reaching it, the usual place for the Egyptian corn-ships to touch at in their way to Italy, as in the state of navigation at that time it could scarcely be supposed that they would accomplish the voyage from Egypt to

<sup>b</sup> This mode of expression was probably derived from the visible elevation of the North Pole of the heavens in Northern latitudes. See what is said on this subject in the following part of this Dissertation, of their sailing under Crete, which undoubtedly means on the South side of that island.

<sup>1</sup> Mr Smith thinks they sailed north of the island. 1. Because, in the fifth verse, the translation of the word *ἄνωγειας* is not sailing "over," as interpreted in the authorised version, but "sailing through the sea of Cilicia;" and that they would have avoided this sea if they had sailed south of the island. The meaning given to the word in 'Liddle and Scott's Dictionary' is "sailing across." 2ndly. That there is a constant current westward from Syria to the Archipelago ('Beaufort's Asia Minor,' p. 39), and that by going north they might have been favoured by this current and a northerly land-wind. Having touched at Sidon the probability is that they were prevented going further up on the coast, north, and so went south of Cyprus. The current would be in their favour. What occurred to prevent their going north disappointed them—*i.e.*, something unexpected—that is, if they intended to go north, they were checked by bad weather, namely, the winds were contrary. By going from the west side of Cyprus to Myra they would have crossed "the sea" of Cilicia and Pamphilia. See the Map of Asia Minor, published by the Society for the Diffusion of Useful Knowledge, which was corrected by the late Admiral Beaufort himself.—T. F.

Puteoli, without some supplies on the way, both of necessaries, and also of information respecting their course and situation.

Their course from Myra appears to have been at first nearly West, with a small deviation to the South, and probably coasting the Southern part of the Island of Rhodes [ $35^{\circ} 52' N.$  Lat.  $27^{\circ} 0' 47''$  Long. E.], until they came over against or into the meridian of Cnidus, a maritime city of Caria, lying in  $36^{\circ} 41' N.L.$  and  $27^{\circ} 24' Long. East.$ <sup>1</sup>

So far they had followed the coast as nearly as seems to have been convenient; but here they met with a contrary wind, pro-

<sup>1</sup> The distance from Myra to Cnidus is estimated at 130 geographical miles.

Cape Krio, the ancient *Triopium Promontorium*.—This is the extremity of an extensive promontory, projecting from the main land of Caria. It is in latitude  $36^{\circ} 40' 56''$  north, and longitude  $27^{\circ} 24' 0''$  east.

Within Cape Krio are the extensive ruins of CNIDUS; these are situated on the side of a mountain, rising gradually from the sea to the height of 400 feet; they are called by the native Greeks, Phrianon. The peninsula of Cape Krio consists of lofty mountains, sloping steeply upwards from the port; but to the westward, facing the sea, it presents a craggy perpendicular face of rock, from 100 to 300 feet high, and utterly inaccessible.—SAILING DIRECTIONS, p. 324.

Cape Salomon, the eastern point of Candia, lies in latitude  $35^{\circ} 7.2'$  north, and longitude  $26^{\circ} 19' 25''$  east. It is high land, which continues southward to Cape Xarco. This forms the S.E. point of Candia.

The southern coast of Candia is altogether high and steep, being in some places inaccessible. N.W.  $\frac{1}{2}$  N. from the Christiana Isles, distant 4 miles, is Cape Gialo, or Langada. From Cape Gialo to Cape METALA,  $34^{\circ} 55'$  N. latitude,  $24^{\circ} 45.2'$  W. longitude, the course and distance are W. by N., nearly 65 miles. Within this space there is no harbour or place of shelter for shipping to run into; but several rivulets and villages appear on the coast as you sail along it. W.  $\frac{1}{2}$  N. from Cape METALA, distant 82 miles, is the ISLAND Gozo [Clanda], being  $4\frac{1}{2}$  miles in length, and not 2 in breadth. It is elevated, and the shores are all rocky; but there is deep water close in, and no danger. About 4 miles to the N.N.W.  $\frac{1}{2}$  W. of Gozo is a lesser island, called Anti-Gozo. From Cape Metala to Cape Krio the course and distance are W.N.W.  $\frac{1}{2}$  N., 64 miles. Between them is the town of Spakia. But neither the Bay of Messara nor the Port of Spakia affords either safety or shelter. Cape Krio, the S.W. extremity of Candia, is in latitude  $35^{\circ} 15' 45''$  north, and longitude  $23^{\circ} 32' 35''$  east. The channel between Cape Bnsa and the Island Cerigotto is 18 miles wide, with very deep water in it, but free from danger. It is, therefore, the most common and best passage into the Archipelago.—SAILING DIRECTIONS.

bably from a Northerly quarter,<sup>k</sup> which drove them Southward towards Cape Samonium, or Salmone, the Eastern promontory of the Isle of Crete, and in latitude 35° 9' N. and in longitude 26° 19' East. This promontory they passed, or rather weathered, in sailing to the Southward, and perhaps not without some difficulty,<sup>l</sup> or danger, and arrived at the Fair Havens,<sup>m</sup> situate

<sup>k</sup> Mr Smith (p. 76) held the wind to have been between W.N.W. and N.N.W., or, what, in common language, would be termed North-West. He says: "That with north-west winds the ship could work up from Myra to Cnidus, having the advantage of a weather shore, under the lee of which she would have smooth water and the westerly current; that when at Cnidus these advantages ceased, and unless she had put into that harbour, and waited for a westerly wind, the only course was to run under the lee of Crete." There was an occurrence of unexpected events, and the course was governed by a reliance on good seamanship. Mr Smith admitted that the Fair Havens is the last harbour before arriving at Cape Matala, and the farthest point which an ancient ship could have reached with north-westerly winds.—T. F.

<sup>l</sup> μόλις τε παρασφόμενοι αὐτήν.—*eam ægre præsertecti.*—'Schlensneri Lexicon.'

<sup>m</sup> Dr Pococke says that there is a small bay about two leagues East of Matala, which is now called by the Greeks *Λιμῆνες καλοὺς*, and not far from the site of the city of Lysia in the Peutingerian Tables, which must be the same with Lasea. Dr Pococke thinks that Prusus and Lasca were the same place.—'Pococke's Travels,' vol. ii. p. 260. See Capt. Spratt, R.N., on Crete, v. ii. p. 2.

Rochette's Map has a place called Sancti Limni, nearly in the same spot with that described by Dr Pococke.

Wetstein observes, 'Locus adhuc hodie in Creta nomen retinet calos "limenas."—'Note on Acts xxvii. 8.'

P. 9. Mr Smith (p. 86) has thus cited the above passage: St Paul, he it observed, did not reach Phœnicæ: "Dr Falconer, a man of undoubted learning, admits that it is not easy to determine the exact import of this passage; but supposes it to be 'open to both quarters of the heavens from whence these winds proceed, and, of course unsheltered from these winds.' He then observes: This would, according to Vitruvius, leave 105° open to the West. Such a harbour would not be "commodious to winter in, and would not have warranted the attempt which was made to move to it." These last words are cited as if they were taken from the text above, and then there is an argument to confute the assumed statement by showing that the port of Lutro or Phœnicæ would have been a commodious port.

Mr Pashley found, a short distance above Lutro, two villages bearing the names of Anopolis and Aradena. "The mention he says, of an ancient city