

TO SAIL AROUND WORLD.

Capt Joshua Slocum Has a Trim Craft Fitted Out.

Spray is 40 Feet Over All, Draws Five Feet and is of 13 Tons.

Skipper Will Write of His Adventures for the Readers of The Globe.

Moored safely in the dock just north of the South ferry, on the East Boston side, there now lies a little sloop which looks about large enough for a longshore fisherman, but which is, nevertheless, booked for a voyage around the world.

"Spray, Fairhaven," is the lettering on her stern, and Capt Joshua Slocum is the name of her builder, owner, skipper, crew, cook and cabin boy, for on the greater part of his voyage Capt Slocum will be alone, "unless," as he says, "my wife changes her mind about staying ashore." This contingency the captain seems to regard as a remote one, however, for he is making all his preparations for a solitary voyage.

To circumnavigate the globe in a boat which at first sight seems hardly large enough for a longboat for the big square riggers or the still larger ocean steamers which lie near her is an adventure from even the prospect of which many a hardy mariner might be excused from shrinking; but Capt Slocum apparently regards it with no feelings of misgiving, and talks about it in a matter-of-fact way which shows confidence not only in his determination, but also in his ability to bring the adventure to a successful conclusion.

A more careful look at the boat, too, shows that she is much better fitted for sailing and for riding out a gale than even the best of longboats, so that after a talk with the captain and an examination of his boat something of his own confidence communicates itself to the inquirer, and the adventure does not seem so strange or so impossible of successful issue as many less promising ones which have had a happy termination.

As for the captain himself, he is far from being unknown to fame. It was he who built and sailed safely home from South America the little craft known as La Liberdade, bringing with him his wife and children, and turning by his will and skill the misfortune of loss of ship and belongings into a safe homecoming with something of profit.

It was he also who commanded the Ericsson submarine gunboat Destroyer on her voyage to Brazil to take part in the recent hostilities there, and who by his indomitable perseverance and power of commanding men kept her afloat in the very dangerous times of that long tow astern of the big steamer Santult.

Nor is his little ship unknown, for she has been in many New England ports the past two years, and has had many a race with coasters and fishermen.

The Spray is 40 feet over all and perhaps five feet less on the water line, has 11 beam, draws five feet of water and registers at just under 13 tons, custom house measurement.

She is most solidly built, with white oak keel and frames and yellow planking, and her builder, who did all the work himself, can vouch for the faithfulness of the workman. She does not leak a drop.

Forward she has a small forecabin with a couple of bunks, and aft she has a comfortable cabin under a low house. The captain will make his berth in the cabin, and will cook, eat and sleep there. The wheel is but a step aft the companion way. The bulwarks are low, but a stout, hard pine rail with stanchions gives a hold for the hands and affords support in a seaway.

Her present rig is the ordinary one of the sloop, with mainsail and jib, a short topmast being carried only for signaling. Later, however, her rig may be changed to something like that of the La Liberdade, with a battened sail in place of the mainsail, and a smaller sail of the same kind on a mizen mast aft. This change of rig will be made in New York, to which place the yacht will be towed the last of the week, and from there the real start of the voyage will be made.

The Spray will be thoroughly provisioned and her captain will carry a revolver for armament. If he finds time for reading, he can turn to some convenient shelves in the cabin and will there find a set of Shakespeare, Macaulay's history of England, together with many lighter works, the gifts of his friends. In his cabin, too, are charts for all over the world, a sextant, compass and chronometer, and as the captain is an expert navigator and has already been around the world five times, he ought to be able to find his way.

Of his plans and the route he proposed to take, Capt Slocum says:

"From New York I shall sail for Panama, that is, if I can get the boat taken across the Isthmus. If I cannot get transportation for her, I shall sail for the straits of Magellan and so on into the Pacific. It will be a long way to the straits, so I shall do my best to get the boat across the Isthmus.

"Once in the Pacific I shall make all my longitude in the trade winds, either north or south of the equator as it may happen. Then I shall touch at many of the South Sea Islands and thence head for home across the Indian ocean, through the Suez canal, the straits of Gibraltar and across the Atlantic. It is quite a trip, but two years ought to see it finished.

"The object of the trip? Well, it is mainly to make money. I see money ahead if I get through safely. I shan't carry much cargo, but I expect the Spray will be pretty well filled with curios of various kinds before she gets back. Then I shall send accounts of my trip to a syndicate of papers of which The Globe is one, and I think I shall have something entertaining to tell.

"Handle the boat? I can do that alone well enough. She is very easily managed, even in a breeze, and then, too, I have a steering gear which will act automatically when the boat is once laid on her course, and that will give me some chance to rest.

"Sleep? I am used to going without sleep for two and three days at a time, and I can sleep in the day time and keep the boat going at night in ordinary weather. When it blows too hard I shall get out my sea anchor, batten everything down tight, go below for a sleep, and let the gale blow itself out."

This and much more did the captain say, but his experiences will come later. They are likely to be made more interesting, too, by the fact that he takes along a camera and developing outfit, so that the scenes he visits and the strange things he expects to find can speak for themselves.