

Coos Bay Ore March 16th 77

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Dear John.

In my last letter to you, I neglected to answer some of your questions. Now as to water ballast. I think the ship is far better off with waterballast, then with concrete blocks. Of course the bulkheads should be examined at intervals.

As to coorsion, It was customary, to fill our donkey boilers with fresh water, after leaving port, we filled these right up to the top. And we were sure, that there was less corrosion, then if the boiler would have been empty Of course you can paint the tanks on the inside, and that would stop corrosion too. I thought, that the tanks were filled with fresh water, I assume, that fresh water can be better. As I have written before, when sailing in ballast we had Number three tank filled to the top, and number two and four up to the tween decks level. She rimmed her a fewinches by the stern or as you say to day " A fewinches Drag "

It is commendable. that you put the cargo and ballast lines in shape. And of course the cargo pumps.

Different skippers and owners have changed the color scheme Inthe littel copy I sent you. it gives the color we used when I was inthe ship. At one time ' graining " was all the rage. I never saw it. But I have written Karl about this, and it was told to me, by my old Second Mate Billy Manning. Even the bulwarks were grained and a stencil was put in each corner, These stencials also were cut out on board. And a sailor that had a gift for that stood ace high withthe mate Put at that time they had larger crews then they had in my time I note Jim had the galley " grained " well they must have done it at one time. But it is noot practical and I am sure it was abandoned soon. and instead it was painted white

