

and she has been ashore in the Hawaiian Islands and at the mouth of the Nushagak River. I have an almost complete run of her log-books back to 1885, and have picked up a lot of her movements before that time. Some of the log-books are priceless and range from the fine Spencerian hand of some long-dead British mate -- "Ship labouring and straining in a most distressing manner" down to "All Through this Vatch Tick Fogg" in the scrawl of a squarehead mate out of San Francisco. And lots of pictures are available.

I've been a sort of ship's husband to the old lady through the years she's been here. Now a couple of eager young free-lancers are after me to let them have her log-books, and I'm not about to do so. I'd like to do a book on her, and am not completely without experience in writing. Two decades as a newspaperman, some magazine free-lancing and a bit of lecturing have given me practice. In 1944 Stanford University Press printed my Paddle-Wheel Days in California and the next year followed it with Ships of the Redwood Coast, which Jack McNairn and I pounded out together.

Although the ship probably will not be open for a year, this is the time to start it, book-wise, waiting for the opening to toss in the final chapter of her 97 years afloat. The young man with the grandiose Glasgow idea may have the germ of a thought; Croonquist suggested keeping down the unit cost by selling sheets to someone like Brown Son & Ferguson, who would be able to handle it for the British trade. With her long history under the Red Ensign, it might have a bit of a go in England and the colonies.

Will you let me know how you fell about it? A paper-back deal for the tourists, and case-bound for the "carriage trade" might be indicated.

Sincerely yours,

JERRY MacMULLEN, Director
Junipero Serra Museum

