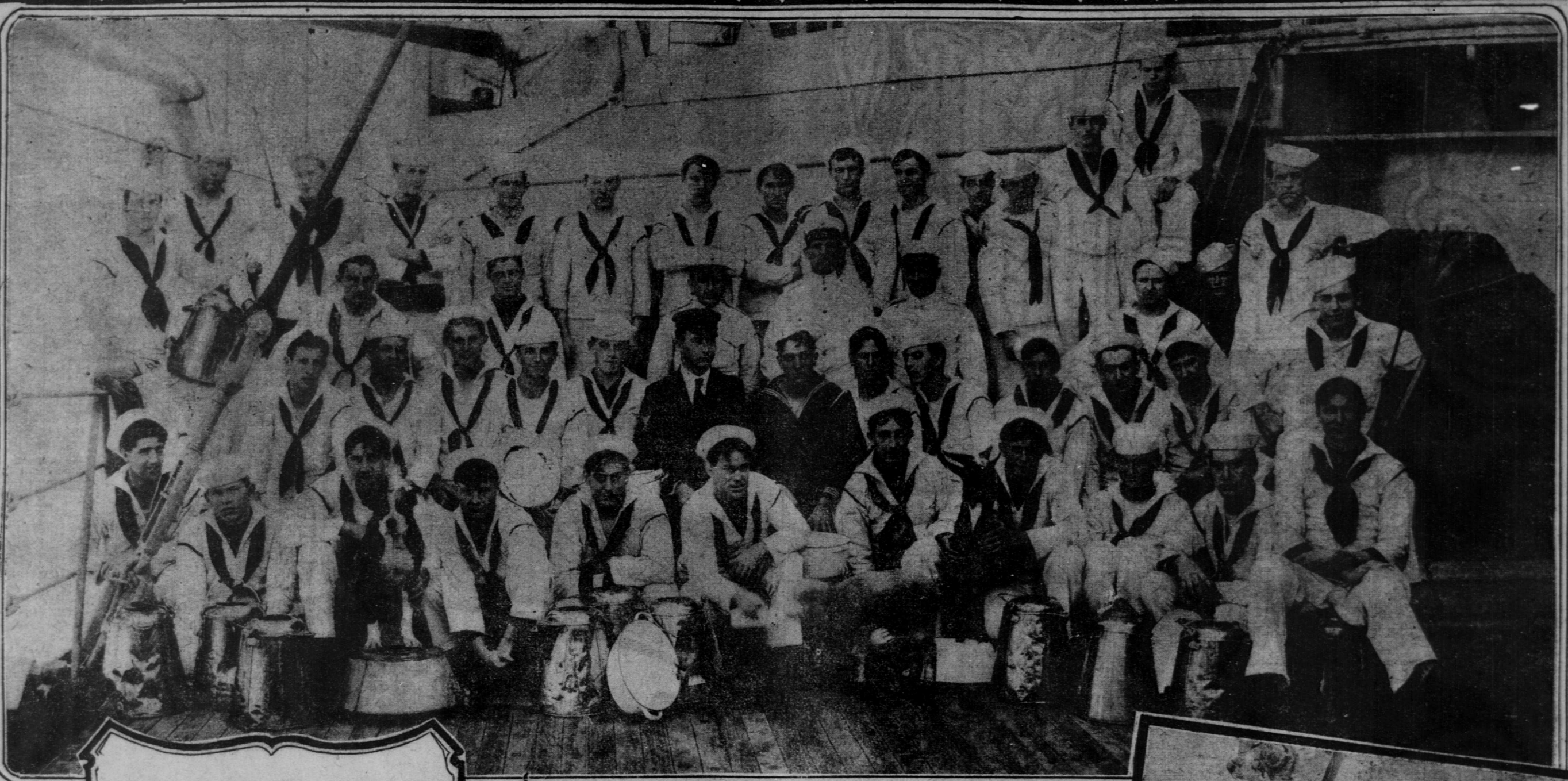


# FEEDING AND SUPPLYING THE SHIPS



Three Meals a Day for Sixteen Thousand Men, and a Bit of Lead and Powder for the Guns

A FINE BUNCH OF COOKS' COMMISSARY DEPARTMENT OF THE MARYLAND

EUREKA'S OF CASES OF CANNED PEAS...



## By Lindsay Campbell

A SHIP arrived at this port a few weeks ago short of provisions. Contrary winds had prolonged the time of sailing from port to port by a few weeks, and although the crew all told numbered only a score of men it was only by putting all hands on short rations for the last two weeks of the voyage that the ship's company escaped from starvation. The voyage was not notably long; neither, however, was the inefficiency in the larder deliberately planned. It was merely the result of a miscalculation. The same sort of thing has happened before and will happen again. The miscalculation in this, as in most of the other cases, was made by men of experience, which serves to demonstrate to the man ashore that provisioning even one ship with a small crew for a voyage of moderate length is a problem for which even experienced caterers not seldom fail to find a happy solution. When there are 16 ships to be provisioned, each ship with a crew of 1,000 healthy, hungry men on board and for a voyage of indefinite length, the problem becomes complex, indeed, and the man who tries to figure it out must take off his hat to the organization that sent the mighty battleship fleet out of Hampton roads with a meal ticket guaranteed good for three meals a day for 16,000 men.

### Jack's Square Deal

When Admiral Evans' fleet passes in through the Golden gate it will have been about 140 days out of Hampton roads. From the time the fleet got under way until now the furnaces have been eating coal steadily, the guns powder at frequent intervals and the officers and men food three times every day. Uncle Sam feeds the sailors well, and during the cruise there will have been prepared and eaten on the ships of the fleet about 5,500,000 square meals. Most of the raw material from which these meals were prepared was on the ships when they started. Fruit and fresh vegetables have been bought at various ports of call, but even these additions, by the way, entered into the calculations and were part of the solution of the problem—the hardest nut that ever caterer was called upon to crack.



WARRIORS LOADING THE DECK OF WARSHIP

The paymaster general of the navy, who looks after the purchase of supplies in the bulk, is the only official who knows to a pound how much of everything went into the battleships' food lockers and the amount of the bill. It is not the paymaster general's business to proclaim these figures to the world, and as he has been busy with his own affairs no official figures have been given out. In general way, however, the world has learned some of the big fleet's pantry and storeroom secrets. Here are a few of the items that insured the integrity of that meal ticket: Flour, 1,200,000 pounds. Fresh beef, 1,000,000 pounds. Ham, 400,000 pounds. Salt pork, 200,000 pounds. Tinned meats, 200,000 pounds. Sausage, 150,000 pounds. Turkey and chicken, 75,000 pounds. Mutton, 30,000 pounds. Lard, 89,000 pounds. Potatoes, 700,000 pounds. Butter, 150,000 pounds. Coffee, 100,000 pounds. Tea, 300,000 pounds. Cocoa, 10,000 pounds. Fresh eggs, 24,000 dozen. Tinned vegetables, 450,000 pounds. Onions, 95,000 pounds. Rice, 85,000 pounds. Soap, 55,000 pounds. Lima beans, 65,000 pounds. String beans, 250,000 pounds. Canned peas, 200,000 pounds. Canned corn, 200,000 pounds. Canned tomatoes, 150,000 pounds.

Pepper, 3,000 pounds. Mustard, 2,000 pounds. Salt, 25,000 pounds. Raisins, 100,000 pounds. Canned peaches, 475,000 pounds. Canned pears, 50,000 pounds. Dried apples, 30,000 pounds. Dried peaches, 30,000 pounds. Pickles, 15,000 pounds. Vinegar, 10,000 gallons. Evaporated milk, 25,000 pounds. Condensed milk, 75,000 pounds. Beans, 30,000 pounds. Vanilla extract, 500 pounds. Cheese, 20,000 pounds. Sauerkraut, 30,000 pounds. Salmon, 30,000 pounds. Canned ham, 50,000 pounds. Corn beef, 100,000 pounds. Chipped beef, 40,000 pounds. Ice, 100,000 pounds.

Here is variety, the mere contemplation of which is calculated to produce acute dyspepsia among sailors reared in the salt horse and hardback school of maritime domestic science. Think of a million pounds of fresh beef! If your imagination will carry you that far it will be easy to picture the ton of mustard and the mighty omelette those 24,000 dozen fresh eggs would make.

In selecting the larder stores for the great cruise the food value of each article received scientific consideration, for even on a 16,000 ton battleship storage space is a matter for serious consideration. Where 100,000 pound lots are involved any difference

in bulk between two foods of equal value insured the selection of the more compact. Jack's health, his likes and dislikes were not sacrificed, however, to this desire for concentrated blood and muscle fuel and the bluejacket who followed "Fighting Bob's" two starred pennant from Hampton roads to the Golden gate sat down to a square meal three times on every one of the 140 days of the voyage.

### What They Cost

The size of the meat and grocery bills is known only to the paymaster general, but some idea of what it costs to supply Jack with his three meals a day may be obtained from the following figures: For furnishing 1,200,000 pounds of flour there were six bidders, their prices ranging from \$35,700 to \$37,200 for the whole amount. For furnishing 1,000,000 pounds of beef there were eight bidders, whose prices varied from \$70,800 to \$87,300 for the whole amount.

And this is what it costs according to navy department figures to maintain each type of ship for one year: Battleships, \$624,935.48. Armored cruisers, \$544,399.82. Protected cruisers, \$375,537.13. Monitor, \$170,256.70. Gunboat, \$110,332.43. Torpedo boat destroyers, \$94,944.17. In addition to supplying Jack with the raw material for three square meals no matter where his ship may be Uncle Sam also takes precautions to insure the manufacture of the raw material into palatable food. On the voyage from Hampton roads no less a person than the commander in chief himself personally passed upon each day's bill of fare and having approved it held the commanding officer of each ship accountable for its wholesome preparation. The food for the men was an item of as much importance as the coal for the furnaces and received as much consideration.

### The Delicacy Canteen

Wholesome and varied as is Jack's daily bread the hankers after the numerous little delicacies for which no provision is made by the navy department. This demand is satisfied through the medium of the canteen, a sort of department store operated on every ship in the American navy. When a ship goes out on commission all hands, officers and men, contribute according to their means to the canteen fund. The ship's paymaster is the treasurer and the navy department, although not officially recognizing the canteen, provides a yeoman to do the clerical work connected therewith and the canteen accounts are subject to

the same careful audit that guards official expenditures. With the fund so subscribed a stock is bought of the articles that Jack likes but which Uncle Sam does not provide. In the canteen may be found everything from a paper of pins to a bottle of pop, from a cuff button to a tin of sardines. Cigarettes, playing cards, picture postals, cigars, pipes, candy and cakes all are included in the canteen stock. These articles are sold to the crew at a profit. The stock is kept up and as the profit grows the original contributors to the fund are reimbursed. When the ship goes out of commission there is usually a handsome balance in the fund, the final disposition of which depends upon the will of the majority. Sometimes it is put up in prizes for rowing races, boxing matches or other sports. Sometimes it pays for a dance or a dinner, and very often the canteen balance is "blown in" on a silk homeward bound pennant which, if the captain is popular with his men, goes to the "old man" with their love. When the fleet called at Trinidad all the ships laid in stocks of Havana tobacco. On one ship alone the ward-room mess bought 50,000 cigars.

### Mighty Furnace Eaters

As the men had to be fed, so had the furnaces to be supplied with fuel and to do this was an even bigger task than the provisioning. The bunker capacity even of 16 battleships is limited and to take the ships from Hampton roads to the Golden gate required 25,000 tons of coal. For the four months' cruise the coal bill will be \$2,000,000. To provide this fuel a great fleet of tramp steamers was started out, some of them long before the war vessels left Hampton roads,



LOADING GUNS OF HEAVY GUN



STOKING AWAY HEAVY PROJECTILES

lean navy can be acquired and maintained only by constant practice. A single shot from a 13 inch gun means the explosion of 550 pounds of powder behind a projectile weighing 1,100 pounds. Practice with the big guns means "practice" just like learning how to throw a certain curve with a baseball or making a new shot on the billiard table, and the "man behind" who hits the target with the certainty of the Yankee gunner has burned more powder in learning how than most people ever saw in one heap.

Dewey ran short of ammunition in Manila bay. He knows how it feels, and now that he is admiral of the navy it may be taken for granted that the ships of the battle fleet sent out by the department of which he is the head will have powder to burn for every necessary occasion.

Just how much ammunition each ship in Admiral Evans' fleet carries is known only to the navy department and the officers of the ships, and they are making no public proclamations of their knowledge. What the ships carry approximately under ordinary conditions is a matter of public record and a few figures at this time will be of general interest. Battleships of the Connecticut class, Admiral Evans' flagship, carry for the 12 inch guns 240 rounds of ammunition, for the eight inch guns 300 rounds, seven inch guns 1,200 rounds, three inch guns 4,000 rounds, three pounders 7,200 rounds and for one pounders 7,200 rounds.

The 13 inch projectile weighs 850 pounds and the powder charge 425 pounds. Five hundred pounds is the weight of the 10 inch projectile and the charge 200 pounds. The eight inch projectile weighs 350 pounds, the powder 150 pounds; six inch projectile 100 pounds, powder 50 pounds. The five inch projectile weighs 80 pounds and the three inch 14 pounds. In addition to the ammunition with which the ships were supplied when they left Hampton roads their magazines have been replenished at Magdalena bay by ships sent from here, and there is more ammunition at Mare Island ready to be transferred to the ships when they need it. Equipping the biggest fleet of warships that ever sailed for the most ambitious cruise ever attempted by any nation is a leviathan task, the details of which make one dizzy even to contemplate. Every purchase made was through one of the devious channels in the sea of red tape. Specifications had to be prepared, bids advertised for and contracts awarded. When the purchases were delivered there followed careful comparison with the specifications and the distribution of the supplies. There were steamers by the score to be chartered to carry the coal, and in the event of disaster preventing any one collier from reaching its destination provision to be made for filling in the gap in the mountain of fuel. It was a leviathan task, and the fact that the cruise has been accomplished in tune with a schedule laid down months ago and without a hitch demonstrates that it was well done and is calculated to inspire a confidence in the navy that no "knocking" from within or without can disturb.