

GENERAL ORDER NO 71.

Division of Revenue Cutter Service.



TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., June 27, 1902.

From and after the receipt of this order, or at the earliest date practicable thereafter, there will be organized on board all first and second rate vessels of the Revenue Cutter Service *one* general mess for the *enlisted* men of each crew, exclusive of the cabin and wardroom stewards and officers' servants, and the same will be conducted under the following arrangement.

1. The junior line officer will have charge of and be responsible for the proper conduct of the messing arrangements herein ordered, keep the accounts, and handle and be responsible for any moneys arising therefrom.

2. Under the direction of the officer in charge, the master-at-arms will weigh out the rations as a whole for the number of men on the berth deck. He will apportion the labor of its preparation among the mess cooks and see it turned over to the ship's cook.

3. The ship's cook will cook the food thus prepared, as a whole and in accordance with the bill of fare for each meal, for each day therein given. After the meal is cooked and ready for serving the master-at-arms will again take charge and divide it among the several mess tables according to the number of men at each table.

4. There will be adopted a regular bill of fare on board all first and second rate vessels of the Service, and variations from the prescribed meals for each day will be allowed only when it is not possible or practicable to provide as indicated, and in that case the regular ration will be served.

The following bill is suggested, its adaptation having been well tested :

SUNDAY.

Breakfast.	Dinner.	Supper.
Oatmeal. Ham and eggs.	Turkey, chicken, or fresh meat. Potatoes. Plum duff.	Cold meat. Fried potatoes. Canned fruit or dried fruit.

MONDAY.

Oatmeal. Codfish balls.	Ham and cabbage. Potatoes. Macaroni and cheese. Tomatoes.	Cold meat. Fried potatoes. Canned fruit or dried fruit.
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TUESDAY.

Oatmeal. Sausage.	Bean soup. Fresh meat. Potatoes. Baked beans. Pickles.	Cold meat. Fried potatoes. Canned fruit or dried fruit.
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WEDNESDAY.

Oatmeal. Liver and bacon or onions.	Ham and cabbage. Potatoes. Rice pudding with raisins.	Canned corned beef. Fried potatoes. Canned fruit or dried fruit.
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THURSDAY.

Oatmeal. Codfish balls.	Pea soup. Fresh meat. Potatoes.	Cold meat. Fried potatoes. Canned fruit or dried fruit.
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FRIDAY.

Oatmeal. Ham and eggs.	Fresh fish. Potatoes. Macaroni and cheese. Tomatoes. Cornstarch pudding.	Cold meat. Fried potatoes. Canned fruit or dried fruit.
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SATURDAY.

Oatmeal. Chops or steak.	Bean soup. Pork and beans. Potatoes. Pickles.	Canned corned beef. Fried potatoes. Canned fruit or dried fruit.
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MEMORANDUM.

1. Coffee and biscuit will be served at "all hands."
2. For supper cold meats may be made up into stew or hash.
3. Other breakfast food may be substituted for oatmeal.
4. At sea when fresh meats can not be had, the regular service ration will be served.
5. The master-at-arms, under the supervision of the officer having charge of the rations, will be the general mess caterer.

Approved:

First Lieutenant and Executive.

Captain, R. C. S., Commanding.

Two copies of the bill of fare will be framed under glass, and one placed in the galley for the guidance of the ship's cook and the other copy will be placed on the berth deck for the guidance of the master-at-arms in serving, and for the information of the crew.

5. All messing arrangements for enlisted men now in force, on all

vessels of the rates named, are hereby abolished, and will be merged into the single mess herein prescribed.

6. In view of the fact that the arrangement herein adopted has been in successful and thoroughly satisfactory operation for the past six months on board the *Algonquin*, its feasibility and adaptation is proven, and there is no reason apparent why it should not prove successful on board all ships of the Service.

To Lieutenants Reinberg and Crozier, for the inauguration of this system, credit is due. It will require care and attention to carry out successfully the arrangement herein ordered, and commanding officers are strictly enjoined to see that these orders are executed effectively, and to this end they will give their *personal* attention to the same, to see that the system is faithfully and fully executed through the usual channel on shipboard, namely the executive officer.

H. A. TAYLOR, *Assistant Secretary*.