



San Jacinto State Historic Site Complex
Confirmation Packet
3523 Independence Parkway South
La Porte, Texas 77571
(281) 479-2431 x234

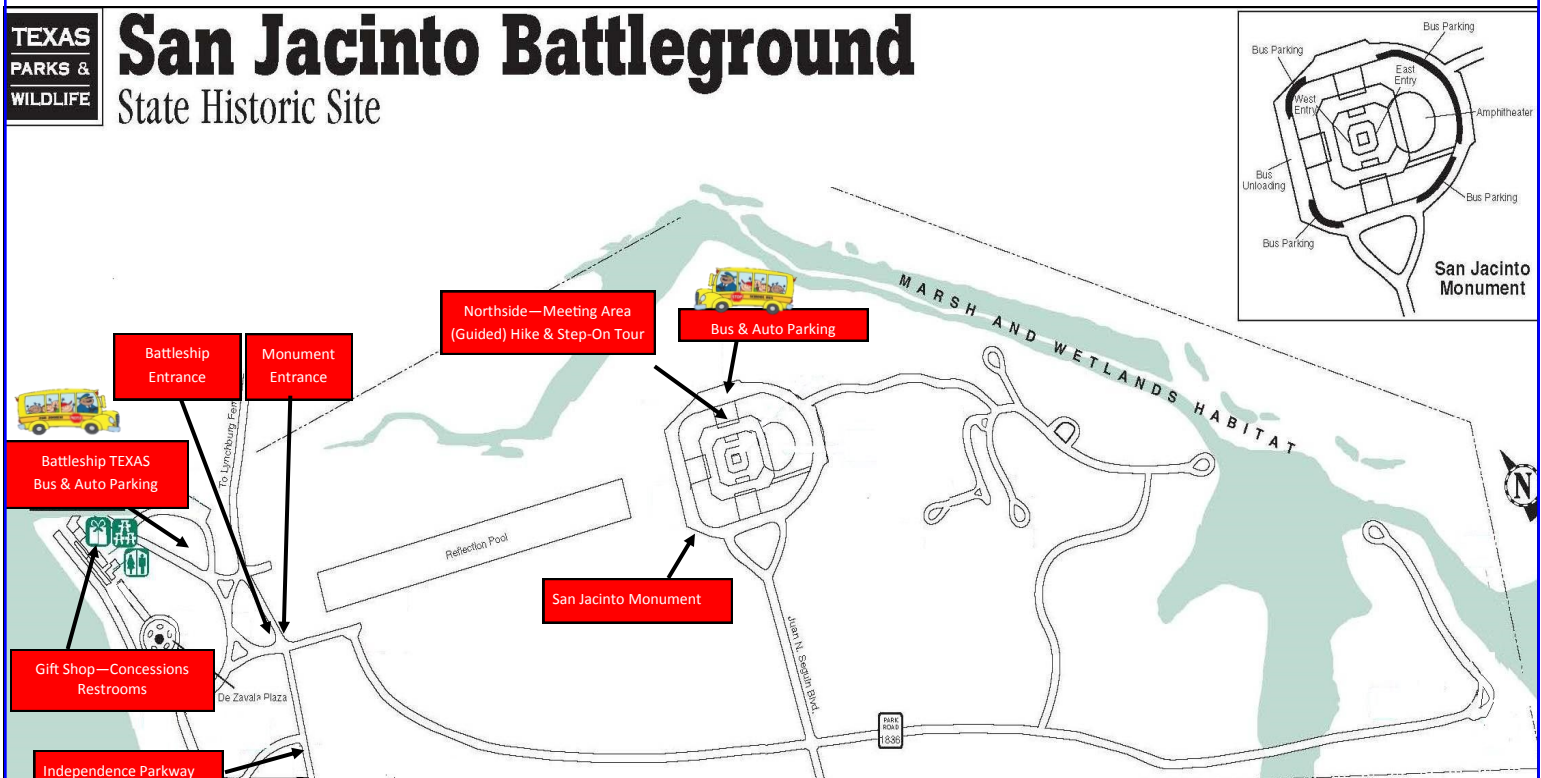


Thank you for your reservation to our site. We hope you will have a wonderful time. This packet contains all of the information you will need to help guide you through our programs. Please read over carefully for all the rules and regulations.

Complex Wide Guidelines

- ◆ Groups may picnic in the park but please keep park clean by throwing litter in trash cans.
- ◆ Please refer to the map below for locating your destination the day of your visit.
- ◆ **Battlefield Talk**—all groups will meet on the Battleship side unless the Monument side is requested.
- ◆ **Battlefield Hike**—all groups will meet on the north side of the San Jacinto Monument. Restrooms are very limited. Please take this into consideration and schedule restrooms breaks before your tour begins.
- ◆ Fees are due the day of your visit no advance payment is necessary. The following payments are accepted (Check, Visa – MasterCard – Discover – Cash). Checks are accepted for the exact amount only and are to be made payable to Battleship TEXAS. Check refunds are not available on site and must be processed through the Texas State Comptroller's Office; refunds usually take four to six weeks.
- ◆ The ratio of adults to students to board the ship is 1-10. This is to ensure the safety of your group as well as the safety of our other guests. This applies to all school and youth organizations. Students must remain with an adult at all times.
- ◆ If visiting the park store please remember only 10 children will be allowed in the gift shop at a time and must be accompanied by an adult.
- ◆ Please make every effort to be on time. Each group is scheduled for an exact time and we don't want groups to be walking over each other.
- ◆ Food and drink are not allowed on the ship. (water is acceptable) - There is no smoking on the ship.
- ◆ No pets are allowed on the ship with the exception of service animals for the disabled.
- ◆ Please do not run or attempt to climb or descend steps in a hurry. Watch your step and watch for low hanging obstacles throughout the ship.
- ◆ Many areas aboard the ship are locked for safety issues. Do not yank on the hatch or try to force your way in.
- ◆ Please be respectful of other visitors on the ship and use your "inside voices" and please be gentle with the ship, don't pull on objects or try to force anything open.
- ◆ There are no restrooms on board ship. Please visit main restrooms at the picnic area.
- ◆ At certain times of the year, mosquitoes are out in full force in the park. We suggest that you bring along insect repellent for your protection.
- ◆ Park staff reserves the right to conclude guided or self-guided tours of either the battleground or battleship abruptly to any disruptive behavior from your group and refunds will not be given.

Designated Areas



Battleship TEXAS Scavenger Hunt

1. How many 14” gun turrets does Battleship TEXAS have?

- A. 4 B. 5 C. 6 D. 3

2. What year was the Battleship TEXAS commissioned?

- A. 1915 B. 1916 C. 1911 D. 1914

3. Where is the radio room located?

- A. Main Deck B. 2nd Deck C. 3rd Deck D. Superstructure

4. Where did the crew wash the dishes?

- A. Cafeteria B. Head C. Galley D. Scullery

5. How many barber’s chairs are located in the Barber Shop?

- A. 5 B. 4 C. 3 D. 2

6. What device deflected mines in the ship’s path and cut them adrift?

- A. Paravane B. Torpedo C. Anchor D. Brig

7. What were the restrooms aboard a battleship called?

- A. Powder Room B. Head C. Foot D. Water closet

8. In which compartment are there 3 rolling pins sitting on a table?

- A. Bakery B. Ward Room C. Galley D. Butcher Shop

9. Where is the Sick Bay?

- A. Main Deck B. 2nd Deck C. 3rd Deck D. Superstructure

10. What was originally housed in a casemate?

- A. Suitcases B. Extra food C. 5” guns D. Extra clothes

Battleship TEXAS Scavenger Hunt—Answer Sheet

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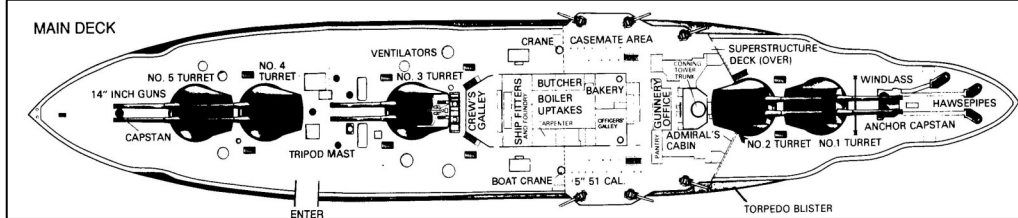
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Battleship *Texas* Tour

Welcome to the Battleship *Texas*. As you approach the ship note the 573' length, maximum beam of 95' with a normal draft of 28'5". While the *Texas* has had many different camouflage color schemes during World War II (WW), what you see today is Measure 21 "Navy Blue." We thought that these nautical terms might be helpful for your tour:

Aft=back of the boat	Bulkhead=wall	Head=bathroom
Beam=width	Deck=floor	Port=left
Bow=front of the boat	Draft=depth of boat below the water line	Starboard=right
Brig=jail	Galley=kitchen	Stern=back of the boat



Ship's Bell (as you go on board, the bell is a few steps forward at the leg of tripod mast)

A ship's bell could be used to strike the hour, announce the arrival and departure of officers and dignitaries sound an alarm or direct other vessels to the ship's location in the fog. Although the bell was engraved "1913", the ship was not commissioned until 1914. You will notice that the bell is chipped; this occurred by ringing it without using an internal clapper. The bell is also very tarnished as a result of the concern that polishing it frequently will erode its surface.

Mushroom Vents (step back to entrance, go forward to metal mushroom shaped objects)

Texas' designers installed blowers and ducting to circulate fresh air in the ship. This was especially important to engineering personnel working in hot areas and men in confined spaces below the decks. The intakes for this system had to admit air but be capable of closure to prevent water or contaminants, like poison gas used in WW I, from entering. The hemispherical caps that acted like umbrellas resulted in their name "mushroom vents."

40 mm Gun Mount (go forward to double gun mount on right side)

These medium anti-aircraft 40 mm gun quads (groups of four) were installed in 1944 for protection from airplanes. This retrofit was necessary because at the time *Texas* was constructed airplanes were not considered a threat. Two sailors aimed the guns. One moved it sideways (the trainer who sat in the right seat) and one moved it up and down (the pointer who sat in the left seat). Alternatively, it could be fired nearby from a gun director. Four men on the back of the mount fed ammunition into the gun.

Galley (to the left of gun mount)

The food for the enlisted men was prepared in the galley. It was located topside to minimize fire hazards below decks and to dissipate heat generated by cooking. Note the stoves, caldrons (cooking pots) and tables where food was placed on trays or in containers for distribution. Before WW II, one "crew mess man" for every 20 crew would pick up rations and then deliver them to the dining area below deck. During the war, a "dumb-waiter" was installed to transport the food directly to the cafeteria below deck where the crew would pick up their own food.

Ship Fitters' Shop and Foundry (go forward, compartment on your left with maintenance equipment)

Sailors used this shop for the fabrication and repair of everything on the ship. It was a foundry also used by molders to cast a variety of metal objects. The shop was located on the main deck to reduce the risk of fire below decks and to dissipate heat from welding, grinding, cutting and casting metal.

Boat and Aircraft Crane (base of crane is at ship fitters' shop)

Cranes were initially installed to handle the *Texas'* numerous small boats that were carried on board the ship. Although this complement of boats was greatly reduced during WW II, the cranes were still needed for reconnaissance floatplanes. These planes would taxi alongside, be hoisted on board and placed on the catapult on top of turret 3, which then launched them back into the air.

5" Gun Mount (go forward to covered area where gun barrels are pointing outside the ship's wall)

The *Texas* originally had 21 5" guns for defense against torpedo boats and destroyers. Two of these guns were mounted on the superstructure. The rest were casemate mounts that fired through the ship's sides. Most of these casemate mounts were removed due to their side openings admitting water while at sea and later the openings were plated over. Since these guns were only effective against surface targets, the remaining casemate mounts were phased out when anti-aircraft machine guns were installed. Six of these guns were moved to the main deck in 1925-1927.

Aircraft Catapult (go forward towards the bow onto the open deck area to 14” barrel gun at turret 2)

The *Texas* became the first U.S. battleship to launch an airplane when a biplane flew from a platform atop turret 2 in 1919. During the ship’s modernization in 1925-1927, a rail catapult was installed that used a gunpowder charge to launch aircraft from atop turret 3. However, the current catapult that used explosive charges to launch planes replaced it.

20 mm Gun Mount (to the right, across from turret 2)

The *Texas* had 44 20 mm guns in 1945 for anti-aircraft defense. The guns could fire 450 rounds per minute with a range of approximately 3 miles. Ammunition was fed from a top mounted 60-cartridge drum magazine. Unlike the 40 mm gun, this gun was both pointed and trained by one gunner. 20 mm anti-aircraft guns accounted for 25-50 percent of the aircraft destroyed by fleet guns.

14” Propellant Loading (go forward, on left, climb ladder, can be viewed inside turret 1)

After a projectile was loaded, 4 sacks of powder weighing 105 pounds each were placed in the gun behind the projectile along with the ignition charge. It was then rammed into the breech. The breech plug, which weighs nearly 2 tons, was closed and a primer cartridge inserted. Crew had to be strapped in or lay beneath the gun while it was aimed, fired, recoiled and returned to battery.

Union Jack (go back down ladder and go forward to flag flying at tip of bow)

Commissioned U.S. Navy ships fly a union jack from a bow “jack staff” in port. The design of the union jack resembles the upper corner field of the U.S. ensign, following a British tradition of flying a union jack resembling the upper quadrant of the Royal Navy’s white ensign. The union jack and U.S. ensign were raised at 8:00 AM and lowered at sunset while in port.

Anchoring (turn back and see anchor openings, there are 2 that can be seen as you look down at deck)

Originally the *Texas* had 3 anchors weighing over 10 tons each. The anchors were attached to 845 feet of chain made of 96-pound links.

Paravane (go to the port side of ship, stop at turret 2, paravane is mounted on side of turret)

Two paravanes were originally attached to the forefoot of the bow by cables. The paravanes’ wings (wings have been removed) caused them to pull their cables away from the ship on either side. These cables were intended to snare the anchor lines of moored mines, drawing them away from the ship toward the paravane’s jaws, which would cut the anchor lines. The mines would then float to the surface where they could be sunk or harmlessly detonated by rifle fire.

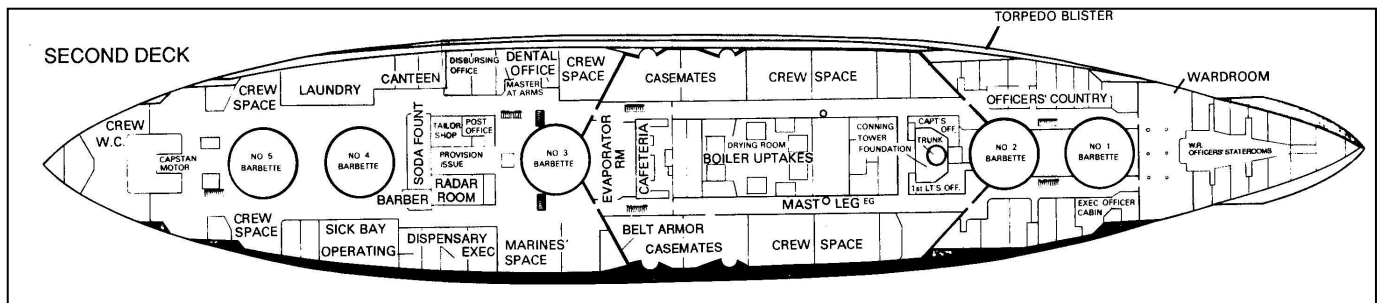
Bakery (go aft into enclosed area, look to left for bakery)

Bakers produced massive numbers of rolls, pies and loaves of bread to feed the crew. Dough was mixed using blenders, like the one on your left, transported in gondolas, like the one on the far side of the compartment on your left, shaped, kneaded and placed in pans on the wooden table and cooked in the black ovens along the aft bulkhead. The bakery was located on the main deck so heat from its ovens could be dissipated by sea breezes.

Butcher Shop (go further aft, to just outside covered area, look to left)

Working parties carried meat and fresh provisions aboard in port. Refrigerated stores ships could transfer perishable foodstuffs aboard by “high-line” rigs at sea. Meat was stored in walk-in refrigerators or “reefers” on third deck aft and “broken out” for meals. Butchers cut or ground meat in this shop and passed it to the ship’s cooks in nearby officers’ and crew’s galleys. Food, personnel and equipment used in meal preparation were inspected frequently to ensure sanitation.

The tour now goes down to the Second Deck (go forward to the galley and go down the ladder)



At this time, do not stop at the cafeteria. This will be viewed on the starboard side.

Wardroom (once down the ladder, go forward all the way to bow of ship to wardroom in officers’ country)

In 1945 about 40 lieutenants, lieutenant commanders and commanders ate in the wardroom. An admiral, if onboard, the captain, about 25 junior officers and about 10 warrant officers ate in separate “messes.” The government bought food for the enlisted men but officers had to pay for their food. Officers’ meals were prepared in separate pantries or galleys and served by stewards. Officers played darts or table games, hosted dignitaries, held briefings and displayed trophies in the wardroom. The bell on display is from the original USS *Texas*.

First Lieutenant’s Office (go out door on starboard site, go aft to first compartment on right after leaving officers’ country)

The first lieutenant managed a department that included boatswains, carpenters and ship fitters responsible for general maintenance and damage control. These men routinely ensured watertight doors, hatches and other fittings were closed to prevent potential flooding below deck. In action they served in repair parties stationed around the ship to fight fire and flooding, rig emergency electrical power, restore vital equipment and provide first aid and stretcher transportation for wounded men.

Scullery (go aft to compartment on left with dishes)

Initially food preparation and eating implements were cleaned at various locations; but during WW II a dishwasher was installed here. Thereafter, everything was cleaned here. The milk-glass mugs without handles warmed hands during cold watches when filled with hot coffee. These stainless steel trays were easier to manage than multiple plates.

Power Shop (go aft to compartment on right with power equipment)

The power shop was used for the maintenance and repair of electrical equipment. The panel on the after bulkhead was used to deliver specific voltages and amperages to sockets and brackets used to test motors, fuses, breakers and cables. When the *Texas* was built, most of the electrical system and equipment had been designed for direct current (DC). During WW II, new equipment using alternating current (AC) was integrated into the ship.

Cafeteria (go aft, on right)

Remember when you visited the galley on the main deck, the dumb-waiter you see here goes up to the galley. After WW II, this is where the crew received their rations on metal trays. Meals were eaten in nearby compartments with utensils turned in at the scullery following their meals.

Marine Berthing and Lockers (go aft, bunks on left, lockers on your right)

In 1945 the *Texas* had a Marine detachment of 2 officers and 85 enlisted men. Their duties included service on landing parties, protecting officers, manning designated gun mounts, guarding prisoners and providing security from sabotage and espionage. Marine uniforms and essential gear were stowed according to detailed regulations in lockers like these. Marines were expected to maintain a very high standard of military appearance and invested considerable time ensuring their uniforms were properly cleaned, pressed and their shoes were shined. The marine berthing could be distinguished from those of U.S. Navy enlisted by the Marine olive drab blankets and nearby storage of weapons, helmets and packs.

Executive Office (go aft, first office compartment on left)

The executive officer was second in command of the ship. All of the ship's records and logs were produced and maintained in this office. The executive officer distributed a "plan of the day" which was posted and read at morning "quarters for muster, instruction and inspection" to inform the crew of unique activities, assignments and announcements.

Movie Locker (on right, across from executive office)

Reels of motion picture film was distributed to the fleet and subsequently traded between ships. Silent movies were originally shown with the *Texas* being the first U.S. Navy ship to show "talkies" around 1927. The films were shown using projectors on large outdoor screens. Although, there were times when the tactical situation would not allow topside light because it might disclose the ship's position.

Medical Office and Dispensary, (starting across from movie locker and moving aft, on left)

Sailors reported to the medical office at "sick call" where a hospital corpsmen checked them in. If a crewman was evaluated as medically unfit for duty, his name was entered on the "binnacle list", exempting him from work and watches. A sailor's medical records were maintained in this office.

Here patients were examined and treated by medical staff officers who were licensed physicians. Examinations might include the use of x-ray machines, located in the forward outboard corner of the dispensary, or specimen analysis using the laboratory equipment located near the sink. Treatment might involve drugs being dispensed by a pharmacist's mate from drawers or apothecary racks designed to keep medical containers from moving when the ship rolled at sea.

Radar Room (aft of the movie locker, on right)

This compartment received position data on aircraft from the radar. The antennas for the radar were mounted on the main mast. The contacts were marked in grease pencil on the polar plotting table. Information was exchanged throughout the ship by phone. If the combat information center were put out of action, this room would assume its duties.

Barbershop (on right, across from dispensary)

According to the 1940 "Blue Jackets Manual", a sailor's hair should be no longer than 1-1/2 inches on top of his head and clipped short on the sides, but not so short as to appear shaven. Failure to maintain this standard could mean the privilege of going ashore on liberty was denied. However, the crewmen have reported that they paid the ship's barbers more than the standard 25 cents per haircut for deviations from the hair cut regulation.

Operating Room, Sick Bay and Isolation Ward (go aft, located on left)

This was the primary surgical area, although there were battle-dressing stations on the third deck. Octagonal tiles, like those here, or linoleum once covered many interior deck areas, but gun recoil jarred them loose. The linoleum and painted decks were traditionally red to minimize the initial shock of seeing blood spilled in battle. The steel drums to your right are autoclaves for sterilizing surgical instruments. Up to 20 patients could bunk here while undergoing treatment. In addition to caring for crew, they once treated victims of a 1933 earthquake in Long Beach, California as well as prisoners during WW II.

Sick bay was one of very few air-conditioned compartments aboard the ship. Note that unlike typical enlisted crew bunks, these have thick mattresses and side rails. This compartment was used to isolate men with contagious diseases from the rest of the crew. During WW I, sailors were quarantined when they contracted diphtheria. In 1918, several men on other battleships died during an influenza epidemic. Such incidents reinforced the importance of vaccinating naval personnel and isolating patients to prevent diseases from spreading in crowded shipboard living conditions.

Navy Berthing, Lockers and Night Lighting (go aft, berthing and night lighting on left, lockers on right)

The number of enlisted men grew from 944 in 1914 to 1,710 in 1945 because more men were needed for anti-aircraft guns, gunfire control and navigation instruments, aircraft and communication equipment that was added after the ship was built. Just prior to WW II, the Navy determined that hammocks caused back injuries and began replacing them with pipe frame racks or cots. To accommodate the additional crew and veterans transported home after WW II, more multi-tiered pipe racks were installed in the open passageways, offices and workstations. Sailors were issued standard sets of uniforms, bedding and essential gear. Navy directives specified how these items were to be stowed in lockers like this one. Periodic inspections ensured that these regulations were complied with and that all items issued were present and serviceable. Individual pieces were stenciled with names to avoid loss in the laundry. Unidentified "gear adrift" was turned into the "lucky bag" for recovery by owners or, if unclaimed, distributed to other men. At sunset, porthole covers and other devices were used to prevent interior lights from shining outside and disclosing the ship's position. During the night, bright interior lighting was replaced by red lighting in berthing and some other compartments because it was more restful for sailors trying to sleep, less likely to be seen outside and required less eye adjustment when sailors went from the interior to duties outside requiring night vision.

Laundry (go right to port side through the cross passage, turn right and go forward, on left)

The laundry was essential to keep clothing and bedding sanitary. Salt water was used for some wash cycles to conserve fresh water. Irons and dryers made the laundry hot and humid. Regulations specified how uniforms were to be pressed, folded, stowed, presented at "sea bag inspections" and worn. Divisional laundry bags were processed on a weekly schedule. Sometimes sailors resorted to washing their uniforms in buckets to have them ready for watches or liberty ashore.

Canteen (go forward, located on left)

The ship canteen sold items like candy, snack food, toiletries, shoe polish, stationery, magazines, playing cards and tobacco products. During WW I packages of cigarettes and candy bars cost 5 cents each. When the *Texas* transferred from the Atlantic Fleet to the Pacific Fleet in 1944, chocolate bars were replaced by hard candy because the canteen was not air-conditioned and the chocolate would melt in the warmer Pacific climate.

Soda Fountain (on right, across from canteen)

Various combinations of soft drinks, malted milk and real or artificial ice cream were offered at the soda fountain. A Dixie cup portion sold for 10 cents. During WW II destroyers that rescued aviators at sea and returned them to their carriers might be rewarded with containers of ice cream.

Tailor Shop (go forward, located on right)

Tailors made repairs and alterations to uniforms including promotions and insignia changes. WW II U.S. Navy uniforms included dungarees, aviation greens and both dress and working variations of blues, whites and khakis.

Post Office (go forward, located on right)

Mail was routed to the ship by supply ships or port. It was received in canvas bags then sorted and distributed at mail call. In peacetime, the postal clerks often stamped envelopes with artistic commemorative cachets. In wartime, officers censored outgoing letters by cutting out information that might be useful to an enemy if mail was intercepted. During WW II, a ship's letter with a "Fleet Post Office" return address was delivered free.

Dental Office (go forward, located on left)

Battleships had dentists to care for men suffering from poor dental hygiene or injuries sustained in accidents or fights. Since no one wanted to endure a toothache until they arrived in port, men from small ships without dentists were sometimes transferred via boat, a high-line or aircraft to larger ships for dental work. Shipboard dentists had to be especially agile to balance themselves on a rolling deck while drilling.

The tour now goes down to the Third Deck (turn around and go down ladder)

Brig (turn right at landing, go right before berthing area, brig is located on left)

The brig contains small cells with holes drilled in the doors. While punishment for minor offenses generally involved forfeiture of pay, restriction to the ship and/or assignment of extra duty, men convicted of more serious offenses might be sentenced to confinement in this brig. Their rations might be limited to bread and water, although care was taken to avoid dehydration or acute malnutrition. Marines guarded brig prisoners.

Machine Shop (back track to ladder, go left to port side of ship, go right at first door, then left at next door, now left again at next door)

If a replacement part was not aboard or couldn't be delivered in time, sailors might repair or fabricate one using one of the machines in the machine shop. Given the complexity of 21st century electronics and naval systems, ships like the *Texas* may well have been more capable of repairing their machinery at sea without access to shipyards or industrial facilities than more modern naval ships.

Engine Room (retrace steps through last 2 doors, go down either ladder to engine room)

Steam was piped through a mid-engine throttle to a high-pressure cylinder, then an intermediate pressure cylinder, and then two low-pressure cylinders at the ends of the engine. Each of the engines turned a shaft fitted with a three bladed propeller over 18 feet in diameter. The combined 28,100 horsepower of both engines could power the ship at 21 knots (about 24 miles per hour). A condenser recycled exhaust the steam as boiler feed water.

The tour is now over and it is time to return to the main deck. After exiting the engine room take the same ladder to the second deck. Take the closest ascending ladder up to the main deck. The exit is located at the same location where you entered the ship. We hope that

San Jacinto Battlefield Program Evaluation and Feedback

Thank you for participating in a San Jacinto battlefield program and for taking the time to give us feedback. Your comments here will help us to know what is working and what needs improvement in future programs. Please return this form by email to: Katelyn.shaver@tpwd.texas.gov or mail to:

Attn: Katelyn Shaver
San Jacinto Battlefield/Battleship Texas SHS SP
3523 Independence Parkway South,
La Porte TX 77571

Date of program attended: _____

Name of program attended: _____

Name of presenter or presenters (if known): _____

Was this your first time attending this program? Yes No

If you answered no, when was the last time you attended this program? _____

For the next series of questions please mark the number on the scale which most accurately reflects your feelings. The scale ranges from one to five with one being strongly disagree and five being strongly agree.

	Strongly Agree		Neutral		Strongly Disagree
The location and scheduled time of the program were acceptable.	1	2	3	4	5
The program started in a timely manner.	1	2	3	4	5
The presenter was audible.	1	2	3	4	5
The presenter was professional and friendly.	1	2	3	4	5
The program was engaging and interactive.	1	2	3	4	5
The program was enjoyable.	1	2	3	4	5
The program material was on topic.	1	2	3	4	5
I learned something from this program.	1	2	3	4	5
I would like to go to another San Jacinto program in the future.	1	2	3	4	5

What did you like most about the program?

What about this program could be improved?

Additional comments and suggestions:

Battleship TEXAS Program Evaluation and Feedback

Thank you for participating in a Battleship TEXAS program and for taking the time to give us feedback. Your comments here will help us to know what is working and what needs improvement in future programs. Please return this form by email to: mark.osborne@tpwd.texas.gov or mail to:

Attn: Mark Osborne
Battleship TEXAS State Historic Site
3523 Independence Parkway South
La Porte TX 77571

Date of program attended: _____

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What did you like most about the program?

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Additional comments and suggestions: