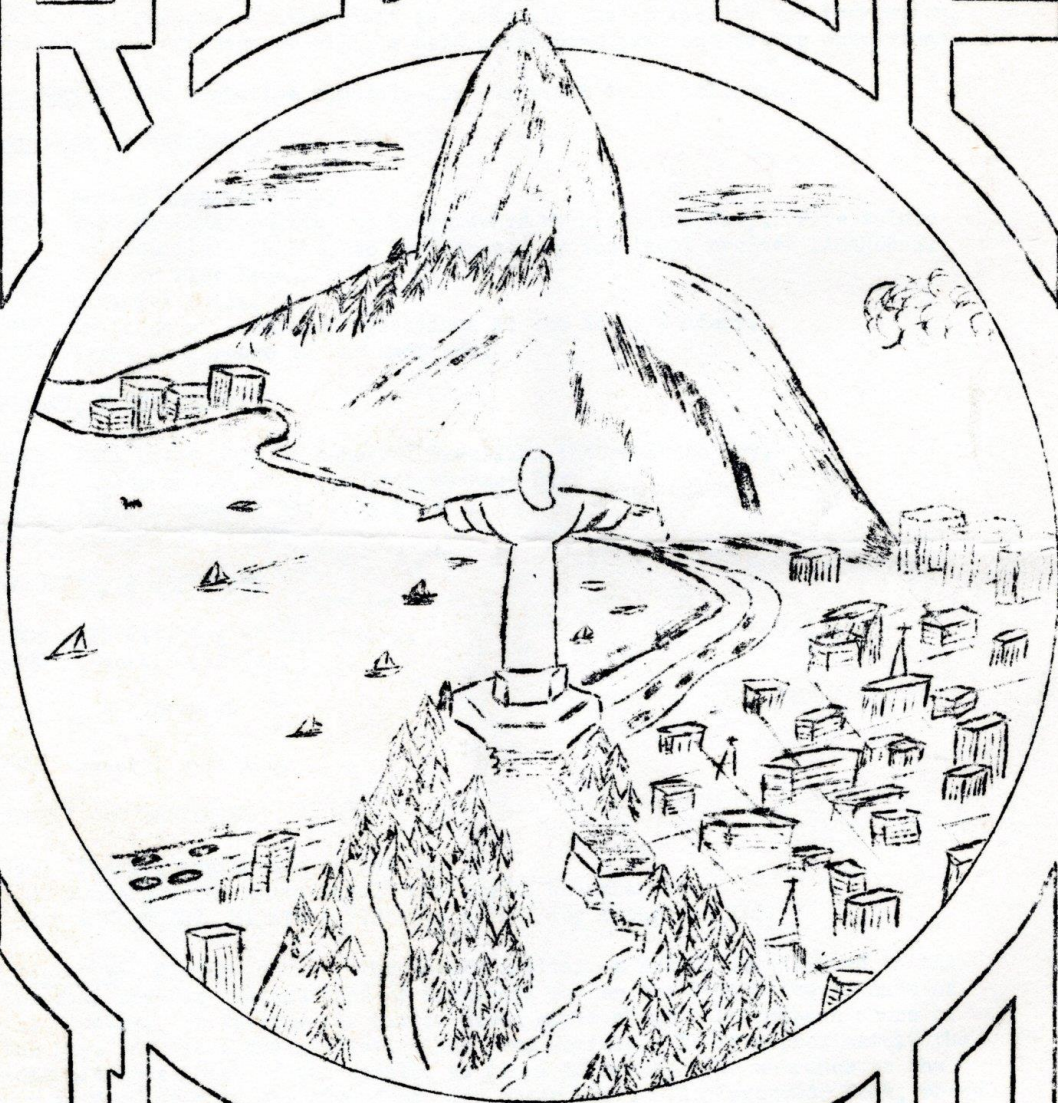


RIO DE



JANEIRO

U.S.S. MULLINNIX (DD-944)
Fleet Post Office
New York, New York

MULLINNIX VISITS RIO DE JANEIRO 6 - 10 SEPTEMBER 1962

Visit: MULLINNIX will visit Rio de Janeiro 6 September through 10 September 1962. The purpose of the visit is basically one of liberty and recreation, however some conferences will be held concerning past and future operations.

Schedule: The tentative schedule for our visit is as follows:

THURSDAY, 6 SEPTEMBER

0800 Arrive Guanabara Bay.
0810 Fire National Salute, to be returned by Brazilian Navy. Fire salute to Brazilian CINCLANT, to be returned by the light cruiser TAMANDARE.
0830 Moor to Pier Maua.
0910 Official calls.
1400 Critique of past week operations at the Naval Academy.
1730 Press Conference in the wardroom.

FRIDAY, 7 SEPTEMBER

0800 Full Dress Ship in honor of Brazilian Independence Day.
0800 Parade in the city for Independence Day.
1200 VIP luncheon in the Flag Mess
1400 General visiting.

SATURDAY, 8 SEPTEMBER

1000 VIP Visiting by invitation.
1400 General visiting.

SUNDAY, 9 SEPTEMBER

1400 General visiting.

MONDAY, 10 SEPTEMBER

0900 Presail conference at the Escala
1200 Underway for operations. VIP's will be embarked.
(WHEN ANNOUNCED) Highline VIP's to LESTER for return to RIO.

Geography: Rio de Janeiro, the former capital of Brazil is situated in the tropical zone at the entrance of Guanabara Bay on the Southeastern Coast of the Country. It extends for six or seven miles along the southern shore of the bay. RIO is 4,358 nautical miles from Norfolk. It is approximately the same distance south of the equator as Miami is north. The entrance to the bay is dominated by the 1200 foot high Sugar Loaf. The Corcovado Peak, whose summit of 2,326 feet stands the dramatic 100 foot statue-monument of Christ the Redeemer can be seen behind the city.

History: Discovery of the present site of RIO (Officially called Sao Sebastiao do Rio de Janeiro) is credited to a Portuguese explorer, Andre Goncalves, who entered the bay on 1 January 1502. Thinking it the mouth of a Great River, he named it Rio de Janeiro (River of January). The first settlers, however, were

French who arrived in the early 16th century under the leadership of Admiral Villegagnon. The island near the airport, now the site of the Brazilian Naval Academy, bears the Admiral's name. The French were soon driven out by the Portuguese, however and Brazil became a Vice-Kingdom of Portugal. Brazil declared its independence from Portugal in 1822.

The development of modern Rio de Janeiro began after the turn of the 20th Century with the construction of the docks, street car lines, parks and most of the boulevards of the present city. The present day Rio, estimated to be nearly 4,000,000 strong, is still growing and numerous construction sites can be observed all over the city.

Climate: The climate of Rio is warm and humid, with the average temperature for the year being about 74°. The rainfall averages about 44 inches annually, with July and August being the driest months. With its moderate climate is one of the most healthful cities in the tropics.

Industries: Rio is a large producer of cement, pig iron, paper, chinaware, rolled iron and steel, chemicals and foodstuffs. Coffee, oranges, and manganese are its chief exports.

Places of interest: There are probably as many sports, outdoor activities and things to do in Rio as in any large American City. There are many parks in the city, however the most interesting is probably the Jardim Botânico which includes more than 5,000 species of plants from all parts of the world. Some of the world's best beaches are located in the Rio area; Copacabana, Ipanema and Recreio dos Bandeirantes. In addition Paqueta Island at the far end of the bay offers outstanding scenery, good swimming and buggy rides. It may be reached by ferry. Sivestro, a mountainside residential district which may be reached by streetcar from downtown affords good views and hiking along hillside roads. The statue of Christ a top Corcovado can be reached by cog-wheel railway or automobile, and it commands the outstanding view of the bay and city. There will, however, probably be a long wait for a car because of the popularity of the site.

Petropolis and Terezopolis, two nearby mountain resorts, are about 2 and 3 hours driving time respectively on a good road from Rio.

The Copacabana Beach is usually unpleasantly crowded on Saturday afternoons, Sundays and holidays. On many days it is dangerous to swim. The life guard stations on the beach, called Postos, fly pennants indicating whether it is safe to swim or not. White denotes a calm sea; green or blue, bathing permitted and red - bathing dangerous. Barra de Ijuca Beach, about one hour south of the city limits, is delightful, clean and uncrowded. It is well worth the time it takes getting there.

In the mountains within and near Rio, there is a maze of roads and trails leading to a fascinating variety of scenic spots. Many walks can begin from the very streets of the city, and end up in mountain wilderness. Sugarloaf (Pao de Acucar) the conical rock rising 1,200 feet at the entrance to the bay is a must, and a tour will probably be arranged for those interested.

Brazilian soccer is the national sport, and Rio has the largest stadium in the world.

Sailing, surf fishing are both popular and inexpensive.

Rio is one of the most beautiful cities in the world, thousands of Americans spend many dollars for the opportunity of visiting here. The sites to see are innumerable and varied. This visit offers an opportunity of a life-time, and all personnel should attempt to see as much of the city and the surroundings country as time allows. You will always remember it.

Shopping: In most small shops, bargaining is a common practice. The larger stores, however, follow the U. S. practice in maintaining the prices marked on goods. Articles made of alligator skins, such as handbags, wallets, belts, are exceptionally fine. Semi-precious stones are somewhat less expensive than in the U. S., but one must exercise caution in their purchase. The most reputable dealer in stones is H. STERN, located on the 4th floor at Avenida Rio Branco 173. Well known curio dealers are HUGO located in the heart of the shopping center at Rua Buenos Aires 91 and Tony and Bill, located at the Avenida Rio Branco 5. Some of the items which these stores stock are leather goods, carved objects of Brazilian hardwoods and articles such as butterfly wings under glass. Marketa, Praia Botafogo 518, has a reputation for exceptional value in such items as women's handbags in a medium and high price range. The following shops are also recommended, it is however advisable to practice comparative shopping before making important purchase; Casae Jardim - Rua Buenos Aires 79A. For tiles and native ceramics; Raphael Paci - Avenida Rio Branco 183 for handpainted picture tiles for tabletops; Connoisseur Av. Copacabana 219 A, for presents of wood, cloth, ceramics, etc. George Inscar - Rua Teneleros 32 for alligator bags and gifts; Krause and Cia. - Rua Ouvidor 152, Mappin and Web - Rua Ouvidor 101 and Paulo Horta - Rua Buenos Aires 104, and for semi-precious stones. Meister-Avenida Rio Branco 1080 for watches; Perfumaria Carneiro - Rua Ouvidor 116 for perfumes; and for antiques shops in Rua Sao Jose, Rua Chile and at Copacabana on the Avenida Atlantica.

Restaurants: There are many good restaurants in Rio with international and French cuisine, the prices being somewhat lower than in similar restaurants in the states. The following restaurants are recommended: Brahma Restaurant - Avenida Rio Branca 153; Taberna Carioca - Rua 13 de Maio; Alba Mar-Municipal Market; Alijan - Rua 7 de Setembro; Colombo - Rua Goncalves Diaz 32; Big Rio Avenida 13 de Maio 23. Beef served in most restaurants is good, and the Brazilian black beans are excellent. Rice is usually served with all main courses, with or without fried potatoes. The coffee is very strong and black. The most common native dish is feijoada, made of meat, black beans, and rice, cooked separately and spiced with herbs. If you like hot food - try Vatapa - a fish porridge which contains several varieties of fish and shrimp mixed with vegetable oil, pepper and paprika, served very hot. Try Camaroes ala Grec, shrimp on a spit. Try churrasco, grilled beef with onion and peppers.

Drinks: Liquid refreshments generally are more expensive than in the United States. Scotch is the more popular whisky and is very expensive. A beer called "Chopp(pronounced shôp) Brahma" is excellent. The local wines are mediocre. Brazilian rum is good. Guarana, a ginger beer, is a good soft drink, and Coca Cola is plentiful. All hard drinks are served well iced. Milk is not safe for consumption and should be avoided. Water is also unsafe and only bottled water agua lindoya should drank.

Currency: As in Recife, it is recommended that all personnel bargain for money exchange on the beach. The best rate of exchange in Recife was about 600 Cruzeiros to the dollar.

Transportation. Public transportation is most adequate, the types available are taxi-cabs, lotacaos, busses and streetcars. As in all cities, during the rush hour all means of transportation are crowded. A typical taxi rate is 50 Cruzeiros from downtown Rio to Copacabana. Passengers should pay only the rate on the meter or arrange the price beforehand. Be sure the driver turns the handle of the meter down or the resultant rate will be three times over what it should be. Meters are seldom in use after 2300 and the flat rates charged after his time are exorbitant. The only distinctive marking a taxi carries is a different colored license plate, usually red.

Lotacao cars, or small buses operate from point to point like a bus. They charge usually 5 to 7 cruseiros. Their destination is usually marked on the windshield. Many run from Avenida Rio Branco in the center of the city to the beaches of Copacabana and Ipanema.

Streetcars and busses are numerous. Bus stops are marked "Parada de Omnibus" and only at such signs is it possible to board.

To reach the cable car at Sugar Loaf, take number 4 streetcar from in front of the Naval Club. Busses charge 5 cr\$ and streetcars 2 cr\$ per section of the city.