

● PSF

Navy Dept.

1940

May - June

TO THE HOUSE OF REPRESENTATIVES:

I return herewith, without my approval, H. R. 4929, a bill to amend the Act of June 23, 1938.

This bill was originally composed of perfecting amendments to the Act of June 23, 1938, establishing a new system of promotion and retirement for commissioned personnel of the line of the Navy; and as such contained no substantial changes in principle. Each of these amendments was considered desirable by the Navy Department, the most important one being for the purpose of eliminating the doubt that existed relative to the pay of officers retired under certain conditions, a doubt which has been removed by a decision of the Comptroller General.

OR

Amendments of lesser importance were prompted by the desirability of a return to the previous practice of furnishing selection boards with the medical records of eligible officers, and by the equity of allowing to officers selected for promotion as fitted but not for retention on the active list, the retired pay of the grade in which retired in lieu of that of the grade from which promoted. Included, also, were clarifying amendments to accomplish the intent of the Congress.

During the progress of this bill through the Congress, however, amendments in committee, on the floor, and in conference not only changed the character of the bill but introduced a number of objectionable provisions. The effect of these provisions is such as to outweigh a few desirable features which the bill admittedly contains.

Specifically, the amendment to Section 12, subsection (f) of Public No. 703 Seventy-fifth Congress, contains a provision which makes mandatory the retention on the active list until June 30, 1944, of those officers transferred to the regular Navy

~~I refer specifically to three of these provisions.~~

~~The first,~~ ^{The} amendment to Section 12, subsection (f) of Public No. 703 Seventy-fifth Congress, contains a provision compelling the retention on the active list until June 30, 1944, of certain officers transferred to the regular Navy in 1920, provided they were, on July 21, 1939, assigned to duty involving flying. Eight officers would be immediately affected, and the total number including future years would probably be not more than fifteen or twenty.

This is really not a current issue or problem. These officers are on active duty now and will be retained on active duty after retirement because their services are needed.

Furthermore, in addition to these eight aviators there are fifty other officers in the same grade who would normally retire on June 30, 1940. Their cases are not taken care of by this bill, and there would seem to be merit in the thought that the bill as passed is discriminatory.

As a matter of fact and of necessity, it is probable that nearly all of these officers will be retained by me on active duty after retirement. Therefore, the objective of the bill can be taken care of without legislation.

~~The second principle objection related to the~~ amendment to Section 13, subsection (a) of Public No. 703, Seventy-fifth Congress, increasing from eight to nine the number of vacancies that must occur annually, in the grade of rear admiral ^{also can be attained}

~~without legislation.~~

I fully approve the thought that it is desirable to speed up the retirement of rear admirals and general officers of the Marine Corps in order to create a quicker flow of promotion for younger men.

At this particular time, and because of the extremely difficult and uncertain status of international relations, I hesitate to approve specific mandatory legislation and believe that this should wait until the next session of the Congress. This is especially so because the proposal in this bill is mandatory for a number of years to come.

I have, however, existing authority to accomplish the same purpose whenever it is desirable. As Commander-in-Chief I have the power under existing law to furlough any officer of the Navy. Officers placed on furlough receive half pay and no allowances, and I anticipate ^{that} any rear admirals ^{about to be} placed on furlough will request voluntary retirement in order to become entitled to three-~~quarters~~ fourths pay.

As Commander-in-Chief, therefore, I intend, after ~~some~~ ~~consultation~~ consultation with the Chief of Naval Operations, the Commander in Chief of the United States Fleet and the Commander Battle Forces United States Fleet, to exercise this authority by furloughing a sufficient number of our rear admirals whose retirement will immediately cause an annual average of at least nine vacancies in that grade. It is entirely possible that I may furlough one or two more. Thus the intention of this Act will be carried out without legislation.

The third provision would grant to Brigadier General James J. Meade, U.S. Marine Corps, Retired, and to this officer alone, an increase of \$1500 per annum in the amount of his retired pay. It is true that this provision is discriminatory. A technical construction of the law, *however,*

FROM
OFFICE
SUBJECT

based on one very old precedent, may be legally correct but this construction is, I think, contrary to the intent of the Congress. I would, therefore, approve of this increase of \$1500 per annum in the amount of Brigadier General Meade's retired pay if it were presented to me in a separate Act.

Finally, Section 3 of this Act is now unnecessary because I have already directed the ~~Department~~ appointment board of a ~~number~~ of officers of the Navy to carry out the provision of that section.

For the above reasons I do not feel that the necessities of the situation in respect to the major provisions of the bill justify my approval of it.

HOLD FOR RELEASE

HOLD FOR RELEASE

HOLD FOR RELEASE

May 3, 1940

CONFIDENTIAL: To be held in STRICT CONFIDENCE and no portion, synopsis or intimation to be published or given out until the READING of the President's Message has begun in the House of Representatives. Extreme care must therefore be exercised to avoid premature publication.

STEPHEN EARLY
Secretary to the President

TO THE HOUSE OF REPRESENTATIVES:

I return herewith, without my approval, H. R. 4929, a bill to amend the Act of June 23, 1938.

This bill was originally composed of perfecting amendments to the Act of June 23, 1938, establishing a new system of promotion and retirement for commissioned personnel of the line of the Navy; and as such contained no substantial changes in principle. Each of these amendments was considered desirable by the Navy Department, the most important one being for the purpose of eliminating the doubt that existed relative to the pay of officers retired under certain conditions, a doubt which has been removed by a decision of the Comptroller General.

Amendments of lesser importance were prompted by the desirability of a return to the previous practice of furnishing selection boards with the medical records of eligible officers, and by the equity of allowing to officers selected for promotion as fitted but not for retention on the active list, the retired pay of the grade in which retired in lieu of that of the grade from which promoted. Included, also, were clarifying amendments to accomplish the intent of the Congress.

During the progress of this bill through the Congress, however, amendments in committee, on the floor, and in conference not only changed the character of the bill but introduced a number of objectionable provisions. The effect of these provisions is such as to outweigh a few desirable features which the bill admittedly contains.

The amendment to Section 12, subsection (f) of Public No. 703 Seventy-fifth Congress, contains a provision compelling the retention on the active list until June 30, 1944, of certain officers transferred to the regular Navy in 1920, provided they were, on July 21, 1939, assigned to duty involving flying. Eight officers would be immediately affected, and the total number including future years would probably be not more than fifteen or twenty.

This is really not a current issue or problem. These officers are on active duty now and will be retained on active duty after retirement because their services are needed.

Furthermore, in addition to these eight aviators there are fifty other officers in the same grade who would normally retire on June 30, 1940. Their cases are not taken care of by this bill, and there would seem to be merit in the thought that the bill as passed is discriminatory.

As a matter of fact and of necessity, it is probable that nearly all of these officers will be retained by me on active duty after retirement. Therefore, the objective of the bill can be taken care of without legislation.

The purpose of the amendment to Section 13, subsection (a) of Public No. 703, Seventy-fifth Congress, increasing from eight to nine the number of vacancies that must occur annually in the grade of rear admiral also can be attained without legislation.

I fully approve the thought that it is desirable to speed up the retirement of rear admirals and general officers of the Marine Corps in order to create a quicker flow of promotion for younger men.

At this particular time, and because of the extremely difficult and uncertain status of international relations, I hesitate to approve specific mandatory legislation and believe that this should wait until the next session of the Congress. This is especially so because the proposal in this bill is mandatory for a number of years to come.

I have, however, existing authority to accomplish the same purpose whenever it is desirable. As Commander-in-Chief I have the power under existing law to furlough any officer of the Navy. Officers placed on furlough receive half pay and no allowances, and I anticipate that any rear admirals about to be placed on furlough will request voluntary retirement in order to become entitled to three-fourths pay.

As Commander-in-Chief, therefore, I intend, after consultation with the chief of Naval Operations, the Commander in Chief of the United States Fleet and the Commander Battle Forces United States Fleet, to exercise this authority by furloughing a sufficient number of our rear admirals whose retirement will immediately cause an annual average of at least nine vacancies in that grade. It is entirely possible that I may furlough one or two more. Thus the intention of this Act will be carried out without legislation.

The third provision would grant to Brigadier General James J. Meade, U. S. Marine Corps, Retired, and to this officer alone, an increase of \$1500 per annum in the amount of his retired pay. It is true that this provision is discriminatory. A technical construction of the law, however, based on one very old precedent, may be legally correct but this construction is, I think, contrary to the intent of the Congress. I would, therefore, approve of this increase of \$1500 per annum in the amount of Brigadier General Meade's retired pay if it were presented to me in a separate Act.

Finally, Section 3 of this Act is now unnecessary because I have already directed the appointment of a board of officers of the Navy to carry out the provision of that section.

For the above reasons I do not feel that the necessities of the situation in respect to the major provisions of the bill justify my approval of it.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,

May 3, 1940.

~~SECRET~~
MEMO FOR CAPTAIN CALLAGHAN
(given to him verbally)

May
1

I want Richardson to come here and be sure he is here when I am here.

F. D. R.

(Came to file May 9th)

175F
Navy

THE WHITE HOUSE
WASHINGTON

CONFIDENTIAL

May 7, 1940.

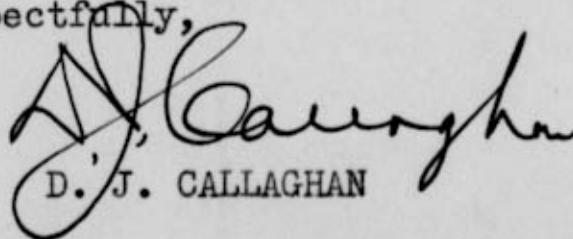
MEMORANDUM FOR

THE PRESIDENT

Admiral Stark asked me to show this to
the President.

It is Admiral Stark's intention to have
Admiral Richardson come east to discuss basic
war plans, upon his return to the West Coast.

Respectfully,



D. J. CALLAGHAN

PSF May 1
THE WHITE HOUSE
WASHINGTON

~~CONFIDENTIAL~~

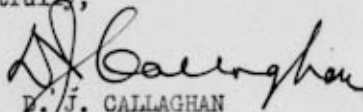
file ↗
May 7, 1940.

MEMORANDUM FOR

THE PRESIDENT

The attached ONI memorandum is forwarded
for the President's information.

Respectfully,


P. J. CALLAGHAN

Franklin D. Roosevelt Library

DECLASSIFIED

DDO DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- JR

NAVY DEPARTMENT
Office of the Chief of Naval Operations
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

In reply refer to No.
Op-16-F-2

~~CONFIDENTIAL~~

6 May 1940.

Date- 4-7-70

Signature- *WA*Memorandum for the Chief of Naval Operations

SUBJECT: Japanese Purchases of Mexican Oil.

1. Highly reliable information has been received that on 13 March 1940, the Laguna Co. (Japanese-owned) and the Oil Distributing Bureau of the Mexican government signed a contract for the delivery of Mexican petroleum products to Japan. Terms of the contract are as follows:

(a) Quantities of petroleum products to be exported to Japan-

(1) Pozarica crude oil	2,000,000 bbls.
(2) Gasolene	210,000 bbls.
(3) Kerosene	192,000 bbls.

(b) The above quantities of petroleum products to be shipped to Japan between May 1940 and April 1941.

2. This same source indicates that the Japanese Minister at Mexico has been active in bringing about this contract, but on 26 April 1940 he reported to his government that in a discussion with Morgan of the United Press of the possibilities of the sale of Mexican oil to the Japanese government, he informed Mr. Morgan as follows:

(a) The Japanese government makes no oil purchases directly from foreign governments or foreign firms abroad, but makes such purchases through Japanese firms.

(b) In this particular instance, the Pacific Company got a contract for oil from the Japanese government and this company apparently conducted its negotiations with the Mexican government through the Laguna Company and others.

(c) He expressed the opinion that the purchases of Mexican petroleum products would not amount to much.

(d) Stated that Japanese merchants were apparently making experimental purchases of oil from Mexico and elsewhere to develop sources of supply for fear that at some future time the U.S. would impose an embargo on oil shipments to Japan.

(e) Stated that increasing U.S. sentiment for an embargo on goods to Japan was primarily and directly responsible for the oil purchase agreement with Mexico.

Original to Aide to President
CC - CNO, MID, State, File.

~~CONFIDENTIAL~~

W.S. Anderson
W.S. Anderson.

*File
personal*

5-8-40

BF
Diamy
1

✓ 44a




LOAN EXHIBITION
NAVAL
PERSONAGES & TRADITIONS

at the

Naval Academy Museum

United States Naval Academy

Annapolis, Maryland



THE NAVAL ACADEMY

wishes to acknowledge its deep indebtedness
to the museums and collectors whose
generosity and cooperation the exhibition
has been made possible.

It also wishes to thank the M. Knoedler &
Company who arranged the exhibition.

WILSON BROWN
Rear Admiral, U. S. Navy
Superintendent

A LOAN EXHIBITION OF
MASTERPIECES OF PAINTING AND THE GRAPHIC ARTS

Relating to
Naval Personages and Traditions

at the
NAVAL ACADEMY MUSEUM

United States Naval Academy

Annapolis, Maryland

FROM APRIL 6th THROUGH MAY 8th, 1940

PATRONS AND PATRONESSES

The President of the United States and Mrs. Roosevelt

The Secretary of the Navy and Mrs. Edison

The Assistant Secretary of the Navy and Mrs. Compton

The Chief of Naval Operations and Mrs. Stark

The Chief of the Bureau of Navigation and Mrs. Nimitz

Rear Admiral and Mrs. David Foote Sellers

Mrs. Claude Swanson

The Superintendent of the U. S. Naval Academy and Mrs. Brown

REVOLUTIONARY PERIOD

(1775—1798)

1. George Washington
Lent by the Estate of the late W. E. Glyn painting by Gilbert Stuart
2. George Washington
Lent Anonymously marble by Hiram Powers
3. Battle Fleet Passing Fort Washington
Lent by J. Pierpont Morgan, Esq. painting by D. Serres
4. Forcing The Hudson River Passage
Lent by Mrs. H. MacNeill Bland painting by D. Serres
5. Admiral Samuel Barrington
(Commanding The British Forces against Comte d'Estaing 1778)
Lent by John Hill Morgan, Esq. painting by Gilbert Stuart
6. Commodore John Barry
Lent by Joseph J. Ryan, Esq. painting by Gilbert Stuart
7. Commodore John Barry
Lent by Earle Hepburn, Esq. painting by Charles Willson Peale
8. Commodore John Barry
Lent Anonymously marble by Giuseppe Ceracci
9. John Paul Jones
Lent by Mrs. George F. Baker painting by Daniel Nicolas Chodowicki (1726—1801)
10. John Paul Jones
Lent by Independence Hall, National Museum,
Philadelphia painting by Charles Willson Peale
11. Captain Richard Pearson
(H.M.S. SERAPIS)
Lent by Herbert Lee Pratt, Esq. painting by Gilbert Stuart
12. Bon Homme Richard and Serapis
Lent Anonymously painting by George F. Mitchell
13. Bon Homme Richard and Serapis
Lent Anonymously painting by Sir Richard Paton
14. Bon Homme Richard and Serapis
Lent by Mrs. Robert Stevenson painting by Robert Dodd
15. Bon Homme Richard and Serapis
Lent Anonymously painting by T. Buttersworth
16. Captain Nicholas Biddle
Lent by Mrs. Edward Burton Robinette painting by Charles Willson Peale
17. Captain William Stone
Lent by Mrs. J. William Middendorf
(Captain Stone hoisted the first American flag in Chesapeake Bay) painting by Charles Willson Peale
18. Esek Hopkins (Appointed Commander-in-Chief
the Continental Navy December 22, 1775)
Lent by Brown University painting by Heade
19. Action between the Hyder Ally and General
Monk painting by
Permanent Collection Naval Academy Museum L. C. Crepin in 1798

POST REVOLUTIONARY PERIOD

(1798—1812)

20. Napoleon I
Permanent Collection Naval Academy Museum marble of colossal head by Antonio Canova (1757—1822)

- | | |
|---|--|
| 21. Rear Admiral Jerome Napoleon Bonaparte
Lent by Mrs. W. Plunkett Stewart | painting by Gilbert Stuart |
| 22. Commodore Edward Preble
Lent by Lt. Comdr. Dundas Preble Tucker,
U. S. N.
(Great-great grandson of Commodore Preble) | painting by Rembrandt Peale |
| 23. Bombardment of Tripoli (1804)
Permanent Collection Naval Academy Museum | painting by Michael F. Corne
(1805) |
| 24. Conflict with the Algerine
Lent by Chester Dale, Esq. | painting by Alonzo Chappell |
| 25. Commodore Thomas Tingey
Lent by Captain Francis S. Craven, U.S.N.
(Great-great grandson of Commodore Tingey) | drawing by St. Memin |
| 26. Mrs. John Rodgers (Minerva Dennison)
Lent by Mrs. Philip R. Alger
(Granddaughter of Commodore Rodgers) | painting attributed to Gilbert
Stuart |

WAR OF 1812 PERIOD
(1812—1815)

- | | |
|--|---|
| 27. Commodore John Rodgers
Lent by the Misses Macomb, Washington, D. C.
(Granddaughters of Commodore John Rodgers) | painting by John Wesley Jarvis |
| 28. Commodore David Porter
Lent by Mrs. George F. Baker | painting by Thomas Sully |
| 29. Commodore Issac Hull
Permanent Collection Naval Academy Museum | painting by John Wesley Jarvis |
| 30. Constitution and Guerriere
Lent by Mrs. Walter Jennings | painting by Thomas Birch |
| 31. United States and Macedonian
Lent by Frederic R. Pratt, Esq. | painting by Thomas Birch |
| 32. Commodore Stephen Decatur
Lent by the National Gallery of Fine Arts | painting by Gilbert Stuart |
| 33. Commodore William Bainbridge
Lent by John Hay Whitney, Esq. | painting by Gilbert Stuart |
| 34. Constitution and Java
Lent Anonymously | a pair of paintings by Nicholas
Pocock |
| 35. Chesapeake and Shannon
Lent by Mrs. Thomas B. Yuille | painting by J. C. Schetky |
| 36. Captain James Lawrence
Lent by The Links Club, New York | painting by James Herring |
| 37. Commodore Issac Chauncey
Permanent Collection Naval Academy Museum | painting by Gilbert Stuart |
| 38. Midshipman Oliver Hazard Perry
Permanent Collection Naval Academy Museum | painting by Gaston (French
School) |
| 39. Battle of Lake Erie
Lent by Mrs. Robert Stevenson | painting by Gargnary |
| 40. Commodore John Downes
Permanent Collection Naval Academy Museum | painting by John Wesley Jarvis |
| 41. Commodore Charles Morris
Lent by The Corcoran Gallery of Art | painting by Ary Scheffer (French
School) |
| 42. Wasp and the Reindeer
Lent by Wadsworth Lewis, Esq. | a set of four paintings by D. Serres |
| 43. Master-Commandant Johnston Blakeley
Permanent Collection Naval Academy Museum | painting by an unknown artist |

44. Commodore Thomas Macdonough painting by Gilbert Stuart
Lent by The A. W. Mellon Educational and Charitable Trust
- 44(A). The "General Armstrong" Surrounded by painting by
the British Fleet at Fayal, the Azores, Emanuel Leutze
September 26, 1814
Lent by the President of the United States
45. Commodore Charles Stewart painting by Thomas Sully
Lent by James Carstairs, Esq.
46. Admiral The Honorable Sir Thomas Pakenham painting by Gilbert Stuart
Lent Anonymously
(In command of British detachments operating off North American Coast)
47. Wasp and the Frolic painting by Thomas Birch
Lent by Frederic R. Pratt, Esq.

PERIOD 1815—1861

48. Robert Fulton plaster by Jean Antoine Houdon
Lent Anonymously
49. Robert Fulton painting by Charles Willson Peale
Lent by Independence Hall, National Museum, Philadelphia
50. Opening of the Erie Canal painting by A. Imbert, 1825
Lent by Mrs. H. MacNeill Bland
51. U. S. S. North Carolina in a Storm in the painting by
Mediterranean 1826. N. Commillieri
(This was our first line of battleship, pierced for 102 guns but carried 74 at this time when she was the flagship of Commodore John Rodgers, senior officer of the Navy engaged in a very important diplomatic mission).
Lent by Mrs. Phillip R. Alger, Rodgers' granddaughter
52. Testing Submarine Battery (In Potomac River, painting by A. Gibert
1844)
Lent by Mrs. E. S. Cushman and Francis Robinson, Esq.
53. Commodore James Biddle painting by Jacob Eichholtz
Lent by Mrs. Charles West Churchman
54. Midshipman Stephen B. Luce (c. 1846) painting by Alexander James
Permanent Collection Naval Academy Museum
55. Slidell Mackenzie painting by Page
Lent by The William R. Hearst Collection
56. Lieutenant Gamble and Wife painting by Samuel L. Waldo
Lent Anonymously

CIVIL WAR PERIOD (1861—1865)

57. Battle of Mobile Bay painting by Xanthus Smith
Permanent Collection Naval Academy Museum
58. Admiral Farragut painting by Bolling, 1869
Permanent Collection Naval Academy Museum
59. Admiral David Dixon Porter painting by Carl Becker
Permanent Collection Naval Academy Museum

60. Rear Admiral Samuel F. DuPont painting by an unknown artist
Permanent Collection Naval Academy Museum
61. Captain John L. Worden—"The Monitor, 1862" painting by A. Gliemann
Permanent Collection Naval Academy Museum
62. Lieutenant William B. Cushing—"Who destroyed C. S. Navy Ship 'Albemarle', Oct. 27, 1864"
Permanent Collection Naval Academy Museum

PERIOD TO AND INCLUSIVE SPANISH AMERICAN WAR
(1865—1898)

63. U. S. S. Maine painting by Carlton T. Chapman
(At anchor Havana Harbor before Spanish American War)
Lent by Commander William H. McGrann,
U. S. Navy
64. Rear Admiral William T. Sampson painting by N. M. Miller
Permanent Collection Naval Academy Museum
65. Admiral George Dewey painting by N. M. Miller
Permanent Collection Naval Academy Museum
66. Ensign Worth Bagley—"First American officer and only officer who fell in the Spanish American War, killed on board the Torpedo boat 'Winslow', during the bombardment of Cardenas, May 11, 1898" painting by E. F. Andrews
67. Commodore Edward Lloyd painting by Mrs. Wilson Brown
Lent by Mrs. Wilson Brown

WORLD WAR PERIOD
(1917—1918)

68. Admiral William S. Sims painting by Irving R. Wiles
Lent by National Gallery of Fine Arts
69. Rear Admiral David Foote Sellers painting by Raymond Perry
Lent by Mrs. David Foote Sellers
Rodgers Neilson

NOTES

(1) With one or two exceptions the paintings of the Permanent Collection at the Naval Academy are in Memorial Hall which is within Bancroft Hall.

(2) The beautiful naval prints which the visitor sees displayed in the Museum belong to The Beverley R. Robinson Collection which is a part of the Permanent Collection at the Naval Academy although they are in a loan status so long as Mr. Robinson lives. This collection numbers several hundreds of colored aquatints, mezzotints, lithographs, black and white line engravings and water color drawings relating to practically all of the fleet and single ship engagements which have taken place during the past four centuries. There are one hundred and fifty-five of these prints now at the Naval Academy. The remainder about equally divided are in Mr. Robinson's New York home and in the Harvard Club of New York. Mr. Robinson has made provisions in his will whereby the entire priceless collection will be left to the Naval Academy Museum.

THE WHITE HOUSE
WASHINGTON

May 9, 1940

MEMORANDUM FOR THE PRESIDENT.

My reaction to this proposed board to recommend Personnel Legislation not later than October 1st, 1940 for staff officers of the Navy and E.D.Os is:

1. The Board should have some Staff Corps representative in its membership.
2. One of the members of the Board possesses that would not make him, in my estimation, competent to frame legislation for line or staff.
3. The suggested recorder of this Board was a member of the King Board, and I felt somewhat of a troublemaker.

R.I. McI
R. I. McI

*TBF Navy
File
personal
confidential
May 1*

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON

*Dr. McArthur
Will you speak
to me about this?*

Memorandum for the President:

1. Referring to your veto message on H.R. 4929, "A bill to amend the Act of June 23, 1938", and pursuant to your oral instructions, I am convening a Board to investigate and report upon all matters concerning the promotion and retirement of Staff officers of the Navy and of officers of the Line assigned to Engineering Duty Only.

2. I propose to constitute the Board as follows:

Hon. Lewis Compton, Assistant Secretary of Navy (Senior Member)
Rear Admiral F. J. Horne, USN (Member)
Rear Admiral H. F. Leary, USN (Member)
Commander F. S. Low, USN (Recorder)
Commander H. G. Hopwood, USN (Assistant Recorder)
Lieut. Comdr. G. L. Russell, USN (Assistant Recorder).

3. The Board will be directed to submit its recommendations, including its recommendations regarding the enactment of legislation, to the Secretary of the Navy not later than October 1, 1940.

4. The report of the Board will be submitted to the Congress within ten days of the beginning of the session of the Seventy-Seventh Congress convening on or about January 3, 1941.

5. Your approval of the proposed membership of the Board is requested.

Very respectfully,

Charles Edison

PSF
navy

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

Cop. J

In reply refer to No.

10 May 1940

Digest of telephone conversation between Commander Hillenkoetter, Naval Attache, Paris, and Rear Admiral Anderson, 7:30 A.M., Washington Standard time, 10 May 1940.

Rotterdam and Hague occupied by plane troops, and "5th column" assistance. Calais, Dunkirk, Nancy, Lyons, Orleans, Abbeville bombed by Germans.

Railroad centers on French-Belgian border bombed by Germans.

French (and British) crossed Belgian border at 6:30 A.M. today. French and Germans in contact in the Ardennes in Belgium.

French have about 400,000 troops at present assigned for the Belgian operation.

Brussels bombed. One bomb fell about 300 yards from American Embassy.

Liège bombed.

Magnetic lines dropped by the Germans off Calais, Dunkirk, Flushing.

Netherlands and Belgium have both declared war on Germany and appealed to the Allies for assistance.

Inundations underway in Holland. The French hope to hold the Liège-Namur line.

Commander Hillenkoetter told to continue information by despatch and to give plenty of information while the situation was developing.

[Handwritten signature]

file personal

JAMES D. MOONEY
1775 BROADWAY
NEW YORK

may

May 10, 1940

Dear Mr. President,

Please accept my warmest thanks for your letter of April 2, which was handed to me by Captain Kincaid in Rome. You will understand the pleasure and satisfaction which I derived from your expression that the messages which I sent had been of some service and usefulness to you.

The four-day decoding job which these messages imposed on the Navy has at times rested heavily on my conscience, but the Naval officers in Rome, Lisbon and Washington upon whom this unexpected burden was dropped have shown me such unflinching kindness and courtesy even afterward that I cherish the hope that all has been forgiven.

I am now back again in the United States, having landed yesterday from the Rex. Although the voyage was uneventful in itself, there was plenty of news to put on the radio news bulletin every day, and the new developments since my arrival have tightened the international situation to a new high level of intensity and danger.

Powerful as the forces are which have been brought into action since your letter was written, and sweeping as their consequences have been in many important respects, I do not feel that the basic, underlying factors and relationships in the world situation, and particularly in Europe, have been altered in any important respect. In fact, to my mind the intensification of the war serves to increase their force and validity.

Surely nothing that has happened fails to strengthen the belief, which I know you share, that the war is a great tragedy for Europe and for our own country, nor have recent developments lessened the damage already done and yet to come to the economic and financial structure of Europe and the entire world.

Continuation of the war will certainly not shorten the time which it will take the world to re-create the ordinary processes of production and distribution on which recovery of the lost ground, in any measure, must depend.

May 10, 1940

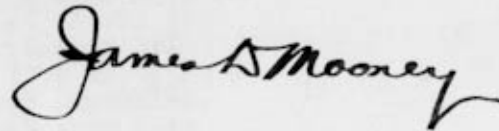
The people of every country have been brought closer to starvation, terror and destruction, and surely are praying no less fervently for peace, nor can the more intense and widespread prosecution of the war erase the colossal political and economic blunders which lie at its roots.

In these fundamentals nothing has been changed, and I am happy to see from the newspaper accounts that your own conviction remains unshaken that the war, in whatever stage, remains a catastrophe for Europe and the world, from which our own country cannot hope to escape unscathed.

I was also greatly heartened by evidence in the news that your faith still holds that a peaceful way out can and must be found, with an early move toward disarmament and the return of workers to peaceful pursuits.

I should like again at this time to offer you my services to further and expedite in any way this most desirable end.

Sincerely yours,

A handwritten signature in cursive script that reads "James D. Mooney". The signature is written in dark ink and is positioned to the right of the typed name.

Honorable Franklin D. Roosevelt
President of the United States
The White House
Washington, D. C.

Navy
1

April 2, 1940

"Private"

Dear Jim:

Thank you much for the series of telegrams. They have been of real value to me.

May I suggest that public opinion over here is increasingly veering to the point of view that whenever peace comes it should be of a lasting character and that in the last analysis some form of disarmament is of primary importance. Furthermore, public opinion over here realizes that Great Britain and France do not, of course, seek dismemberment of the Reich but only a peace which in some thoroughly practical way will make the neighbors of the Reich secure. This again supports some form of disarmament -- and with it of course some practical efforts to put armament workers into forms of peaceful industry.

I hope from time to time you will give me further news. May I suggest that if the dispatches are to be long, it will save a tremendous amount of work to send them by Clipper through the pouch from one of our Embassies. It took the whole Navy Department four days to decode the last! I know you are having a most interesting time. Let me know when you plan to return.

Always sincerely yours,

James D. Mooney, Esq.,
c/o Capt. Thomas C. Kincaid,
Naval Attache,
American Embassy,
Rome
Italy.

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DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 8-9-66

Signature- *Carl L. Spicer*

NAVAL MESSAGE
(NAVY DEPARTMENT)

27-1-1
21 MAY

From MOONEY	ACTION	To THE PRESIDENT	Write A.C.K. after address requiring acknowledgment
Released by _____ (Signature)		INFORMATION	
Date 15 MARCH 1940			
NITE to _____			
ROUTINE to _____			
PRIORITY to _____			

(DO NOT WRITE IN THIS SPACE)

MOONEY MESSAGE NR.2 TRANSMITTED VIA ROME.

TEXT

ON MARCH 7TH I VISITED GENERAL GOERING IN HIS HOME NEAR BERLIN. I AM PREPARING TO TRANSMIT TO YOU AS QUICKLY AS POSSIBLE A GENERAL REPORT OF OUR CONVERSATION. HOWEVER, DURING THIS CONVERSATION THE FINNISH PROBLEM WAS DISCUSSED AND IT SEEMS TO ME THAT YOU MAY FIND THIS PORTION OF PARTICULAR INTEREST, SO I AM TRANSMITTING THIS PART AT ONCE. AFTER PRESENTING TO GOERING INFORMALLY AND UNOFFICIALLY, YOUR ATTITUDE OF MIND, THE SAME AS TO HITLER, AND RECEIVING GENERAL RESPONSES TO POINTS, DISCUSSED UNITED STATES PUBLIC OPINION WITH HIM REGARDING CERTAIN CURRENT POLITICAL FACTORS IN EUROPE. I POINTED OUT TO HIM THAT UNITED STATES PUBLIC OPINION HELD THAT IT LAY WELL WITHIN GERMANY'S GRASP TO PROVIDE AN EARLY SOLUTION TO THE RUSSO-FINN SITUATION. GERMANY'S POSITION IN THE MATTER UNDOUBTEDLY ENTITLED HER TO CERTAIN POWERS OF MEDIATION. SENTIMENT IN THE UNITED STATES REGARDING

Make original only. Deliver to Communication Watch Officer in person. (See Art. 76 (4), Navy Regulations.)

NAVAL MESSAGE
(NAVY DEPARTMENT)

From Released by Date NITE to ROUTINE to PRIORITY to	ACTION INFORMATION	To To
---	---	--

Write ACK. after address
requiring acknowledgment

(DO NOT WRITE IN THIS SPACE)

PAGE 2

SHEET 3

TEXT

RUSSIA HAS BEEN DEVELOPING UNFAVORABLY FOR THE PAST YEAR OR MORE AND WAS FURTHER SET BACK BY THE ATTACK ON FINLAND.

FURTHER WESTWARD MOVEMENT OF RUSSIAN INFLUENCE IN EUROPE REGARDED IN THE UNITED STATES AS UNDESIRABLE. NO FEATURE OF THE PRESENT WAR IS MORE PROMINENT IN THE AMERICAN MIND WHICH TRADITIONALLY FAVORS THE UNDERDOG, THAN THE BRAVE STRUGGLE FINLAND HAS BEEN MAKING AGAINST HEAVY ODDS FOR THE RIGHT TO EXIST. WITH FEELING SO MARKED, IT IS DIFFICULT TO CONCEIVE OF ANY POSSIBLE MOVE DOING MORE TO RAISE GERMAN PRESTIGE AND GOOD WILL IN THE UNITED STATES THAN A TIMELY, HUMANE, AND EQUITABLE SETTLEMENT OF THE FINNISH PROBLEM UNDER GERMAN INITIATIVE AND LEADERSHIP.

HE RESPONDED TO SUCH GERMAN INITIATIVE BY REFERRING TO GERMAN EXPRESSIONS ALREADY MADE TO RUSSIA URGING MODERATION AND REASONABLE DEMANDS. HE ALSO SAID THAT GERMANY HAD URGED FINLAND TO CONSIDER CAREFULLY, AND POSSIBLY TO ACCEPT SOME

Make original only. Deliver to Communication Watch Officer in person. (See Art. 76 (4), Navy Regulations.)

NAVAL MESSAGE
(NAVY DEPARTMENT)

From	ACTION	To	Write A.C.K. after address requiring acknowledgment
Released by (Signature)		To	
Date	INFORMATION	To	
NITE to			
ROUTINE to			
PRIORITY to			

(DO NOT WRITE IN THIS SPACE)

SHEET 3

TEXT

RUSSIAN VIEWS, BUT THAT FINLAND REFUSED TO MAKE ANY CONCESSIONS.

HE ADDED THAT EVERYTHING POSSIBLE WAS BEING DONE, AND THAT HE HOPES VIBORG MAY BE THE NUCLEUS OF A SOLUTION ON A REALISTIC BASIS. THIS CITY IS ONE OF RUSSIA'S MAIN DEMANDS.

IT IS OUTSIDE FINNISH DEFENSE LINES, AND IT NEEDS TO BE ENTIRELY REBUILT. HE HOPES FINLAND GIVES THE SITE TO RUSSIA AND REBUILDS NEARBY WITHIN HER OWN NATURAL DEFENSE LINES.

IN SUM, HE ASSURES YOU THAT GERMANY IS MOST INTERESTED IN AN EARLY AND JUST SOLUTION OF THE FINNISH PROBLEM. HE ENDED BY SAYING THAT IN THE MATTER OF FINLAND EVERYTHING POSSIBLE HAD BEEN DONE, AND THAT EVERYTHING THAT COULD BE DONE WOULD BE DONE.

MOONEY

Make original only. Deliver to Communication Watch Officer in person. (See Art. 76 (4), Navy Regulations.)

*file
Confidential*

*PSE
May
1*

THE WHITE HOUSE
WASHINGTON

May 11, 1940.

10:13 P.M.

FOR: THE PRESIDENT.

FROM: DR. MCINTIRE.

Following from Admiral Stark:

"The nine tanker captains went directly to their consul in Los Angeles and reported on their activities; all checks and search was made by the Customs people, and they have all information.

"Regarding the Far East situation, will send to the President, or call the President, if deemed urgent, anything that may come in tonight. Nothing more has been heard, so have nothing to add to previous report."

Tel. & Tel.

mc-

BF
May

THE WHITE HOUSE
WASHINGTON

File
personal +
confidential
may

~~CONFIDENTIAL~~

May 15, 1940.

MEMORANDUM FOR
THE PRESIDENT

The attached is an interesting report on
facilities required for protection of Fleet Bases.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN

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DDO DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- *gvd*

Copy for

~~Confidential~~ ATTACHE'S REPORT

CAPT. Callaghan

Forward seven copies (original and six carbon); this number is necessary because of the limited personnel in O. N. I. and because of the urgency for quickly disseminating information from attachés. These copies will be distributed by O. N. I. as per footnote or elsewhere, according to subject matter.

From X Date 19 April, 1940 Serial No. 372 File No. 602
(Common new series each January first) (Select proper number from O. N. I. Index)

Source of information Reliable
 Subject GREAT BRITAIN NAVY FLEET BASES - PROTECTION OF
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference (a) N.A.S.L. Conf. Serial No. 262 of 11 March, 1940

Basic—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if the title and subject matter is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

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FLEET BASES - PROTECTION OF

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 DDJ 6200.9 (9/27/58)
 Date- 4-7-70 JWD

- In paragraphs 6 and 7 of reference (a) is set forth the broad attitude of the Admiralty in connection with the defense of Fleet Bases.
- Recently from the same source further comment on this subject was obtained.
- It was definitely stated that a Fleet Base can be adequately protected against air attack, in their opinion, when a serious effort is made to do so. The measures to be taken are outlined somewhat along these lines:-

(a) Anti-aircraft Batteries Ashore. This depends of course somewhat on the topographical features of the area. It was again emphasized that a great many guns must be mounted. It was particularly mentioned that in thinking of numbers of guns to protect an important Fleet Base, "one should not think in terms of tens, but in terms of hundreds". From this it is inferred that the main northern Fleet Base, whose geographical features are well known to the Department, must have several hundred, or more, anti-aircraft batteries placed on shore.

(b) Balloon Barrage. Exact information on this is lacking, but it is known that a number of balloons are in use at this same base. It should be noted that these balloons may be moored to floats or barges and not necessarily anchored only to the land. Comprehensive reports on balloons have been submitted by the Military Attaché, London.

(c) Searchlights. Again, though not specifically covered, it is assumed there must be very powerful searchlight batteries installed on the land.

(d) Detection Apparatus. Little is known on this, but undoubtedly must be mounted.

(e) Off-Shore Patrol. Again, though not specifically mentioned, it is assumed some sort of Off-Shore Patrol is probably maintained, possibly in connection with anti-submarine measures, which can serve to give some advance warning of impending attack.

(f) Fighter Squadrons. This undoubtedly is the greatest protection available. These are not the Fleet aircraft but specially assigned squadrons whose sole function is the protection of the base. They need not necessarily be located exactly at the base and there are occasions when a more distant location will undoubtedly be better.

(g) Shore Landing Fields for Ship-based Aircraft. In the event carriers are in the base for any length of time suitable landing fields

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	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16																	
Tech. Div.	C. in C. U. S.	Com. Sec. Fr.	Com. Sec. Fr.	C. in C. Asst.	Com. S. S. A.	Com. Air		Operations				Sta	Com- m	Return to Room No.				
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From X Date 18 April, 1940 Serial No. 372 File No. 603
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Reliable.

Subject GREAT BRITAIN NAVY FLEET BASES -
(Nation reported on) (Index title as per Index sheet) PROTECTION OF
(Subtitle)

Reference _____

NOTE.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

C-O-N-F-I-D-E-N-T-I-A-L

- 2 -

for dispersal of their aircraft would be of undoubted advantage. This point has never been mentioned by the Admiralty.

(h) Smoke Screens. No mention of this has been made and it is doubtful if it has been tried.

4. Every effort is being made to get permission to visit the principal Fleet Base with a view to being specific on the above point. However, it was emphasized to me that it takes time and money to prepare a Fleet Base for protection against air attack.

5. Of course, in addition to all of the above, this particular Fleet Base is protected against submarine attack by the usual methods.

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 DRB DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- *JWL*

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	B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16																				
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This is a note congratulating
the President on his message to
Congress on May 16, 1940 re
appropriations for defense

Dear Mr. President

GREAT

With
Sincerely,
[Signature]

file
personal

PSF
16 May - 1942

ADMIRAL STARK
NAVY DEPARTMENT
WASHINGTON

Dear Mr. President

GREAT

Betty
(for all of us)

734
file
Confidential
7/2/47

THE WHITE HOUSE
WASHINGTON

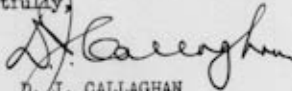
May 17, 1940.

MEMORANDUM FOR

THE PRESIDENT

The attached Joint Report of Progress on vessels under construction for the Navy, as of May 1, 1940, is forwarded for the information of the President.

Respectfully,


D. J. CALLAGHAN

NAVY DEPARTMENT
BUREAU OF CONSTRUCTION AND REPAIR - BUREAU OF ENGINEERING
WASHINGTON, D.C.

RESUMED

88

MAY 10, 1940

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY - JOINT REPORT OF PROGRESS AS OF MAY 1, 1940

Type, Number and Name	Contractor	Percentage of Completion:			Date of Completion		
		May 1 1940	Month of April 1940	Keel Laid	Date of Contract	Mos. contract	As per reported building yard
		TOTAL	TOTAL	Laid	Launched	or Order	Bld. order
<u>BATTLESHIPS</u>							
BB55: NORTH CAROLINA	New York	68.8	2.9	10/27/37	-	8/ 1/37	49 : 9/ 1/41 : 10/15/41
BB56: WASHINGTON	Philadelphia	64.9	4.6	6/14/38	-	8/ 1/37	52 : 12/ 1/41 : 12/30/41
BB57: SOUTH DAKOTA	N.Y.S.B. Corp.	17.3	2.4	7/ 5/39	-	12/15/38	52 : 4/15/43 : 4/15/43
BB58: INDIANA	NNSB&DD Co.	13.0	1.7	11/20/39	-	12/15/38	52 : 4/15/43 : 4/15/43
BB59: MASSACHUSETTS	B.S.Co. (Quincy)	15.3	2.0	7/20/39	-	12/15/38	55 : 7/15/43 : 7/15/43
BB60: ALABAMA	Norfolk	9.1	2.9	2/ 1/40	-	4/ 1/39	52 : 8/ 1/43 : 8/ 1/43
BB61: IOWA	New York	-	-	-	-	7/ 1/39	49 : 8/ 1/43 : 1/ 1/44(a)
BB62: NEW JERSEY	Philadelphia	-	-	-	-	7/ 1/39	52 : 11/ 1/43 : 6/ 1/44(a)
<u>AIRCRAFT CARRIERS:</u>							
CV7 : WASP	B.S.Co. (Quincy)	Delivered and Commissioned 25 April, 1940					
CV8 : HORNET	NNSB&DD Co.	26.7	3.0	9/25/39	-	4/10/39	34 : 2/10/42 : 2/10/42
<u>LIGHT CRUISERS</u>							
CL51: ATLANTA	Fed. SB&DD Co.	9.9	3.7	4/22/40	-	4/25/39	36 : 4/25/42 : 4/25/42
CL52: JUNEAU	Fed. SB&DD Co.	9.2	3.6	-	-	4/25/39	38 : 6/25/42 : 6/25/42
CL53: SAN DIEGO	F.S.Co. (Quincy)	7.2	2.3	3/27/40	-	4/25/39	39 : 7/25/42 : 9/25/42
CL54: SAN JUAN	F.S.Co. (Quincy)	6.9	2.0	-	-	4/25/39	41 : 9/25/42 : 11/25/42
CL55: CLEVELAND	N.Y.S.F. Corp.	-	-	-	-	3/23/40	36 : 3/23/43 : -
CL56: COLUMBIA	N.Y.S.F. Corp.	-	-	-	-	3/23/40	39 : 6/23/43 : -

(a) An extension in the building period of at least 6 months will be required on each vessel, the exact amount not now determinable.

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DOD DIR. 5200.9 (9/27/58)

Date- 2/13/59

Signature- Paul J. Spicer

May 10, 1940

Sheet 2.

Se

Type, Number and Name	Contractor	:Percentage of Completion:		:Date of Completion:	
		:May 1	:Gain for	:As	:As per
		:Month of	:Month of	:Date of	:Mos.:contract:by
		:1940	:April 1940	:contract:	:or
		:TOTAL	:TOTAL	:Keel	:building
				:Laid	:yard
				:Launched:	:or order:Bld.:order
<u>:SUFMARINES</u>					
SS198:TAMBOUR	:Elec. Boat Co.	:99.0	: 1.8	: 1/16/39:12/20/39:	8/ 2/38: 29 : 1/ 2/41: 6/ 3/40 :
SS199:TAUTOG	:Elec. Boat Co.	:96.6	: 3.5	: 3/ 1/39: 1/27/40:	8/ 2/38: 31 : 3/ 2/41: 7/ 3/40 :
SS200:THRESHER	:Elec. Boat Co.	:92.2	: 5.1	: 4/27/39: 3/27/40:	8/ 2/38: 33 : 5/ 2/41: 9/30/40 :
SS201:TRITON	:Portsmouth	:66.9	: 8.0	: 7/ 5/39: 3/25/40:	9/ 1/38: 30 : 3/ 1/41:11/ 1/40 :
SS202:TROUT	:Portsmouth	:54.8	: 8.0	: 8/28/39: -	: 9/ 1/38: 32 : 5/ 1/41: 2/ 1/41 :
SS203:TUNA	:Mare Island	:54.9	: 7.7	: 7/19/39: -	:11/ 1/38: 30 : 5/ 1/41: 3/ 1/41 :
SS204:MACKEREL	:Elec. Boat Co.	:48.7	: 6.1	:10/ 6/39: -	: 6/15/39: 23 : 5/15/41: 5/15/41 :
SS205:MARLIN	:Portsmouth	: 4.5	: 1.2	: - : -	: 7/ 1/39: 27 :10/ 1/41:10/ 1/41 :
SS206:GAR	:Elec. Boat Co.	:34.6	: 5.3	:12/27/39: -	: 6/15/39: 25 : 7/15/41: 7/15/41 .
SS207:GRAMPUS	:Elec. Boat Co.	:30.9	: 4.7	: 2/14/40: -	: 6/15/39: 27 : 9/15/41: 9/15/41 :
SS208:GRAYBACK	:Elec. Boat Co.	:28.7	: 3.7	: 4/ 3/40: -	: 6/15/39: 29 :11/15/41:11/15/41 :
SS209:GRAYLING	:Portsmouth	:21.2	: 5.5	:12/15/39: -	: 7/ 1/39: 25 : 8/ 1/41: 8/ 1/41 :
SS210:GRENADIER	:Portsmouth	:15.1	: 5.4	: 4/ 2/40: -	: 7/ 1/39: 29 :12/ 1/41:12/ 1/41 :
SS211:GUDGEON	:Mare Island	:29.4	: 6.2	:11/22/39: -	: 7/ 1/39: 27 :10/ 1/41:10/ 1/41 :

Type, Number and Name	Contractor	Percentage of Completion:				Date of Completion:			
		May 1 1940	Gain for Month of April 1940	Keel Laid	Launched	Date of contract	Mos. to	contract or	As per reported building yard
		TOTAL	TOTAL	Laid	Launched	or order	Fld. order	order	yard
<u>DESTROYERS</u>									
DD415:O'BRIEN *	:Boston	:	:	:	:	:	:	:	:
			Completed 13 April 1940						
DD416:WALKE ****	:Boston	:99.0	: 1.5	: 5/31/38:	10/20/39:	1/12/37:	35	:12/12/39:	6/ 1/40
DD417:MORRIS **	:Norfolk	:	:	:	:	:	:	:	:
			Completed 30 April 1940						
DD419:WAINWRIGHT ***	:Norfolk	:97.7	: 1.8	: 6/ 7/38:	6/ 1/39:	2/12/37:	34	:12/12/39:	5/31/40
DD420:BUCK	:Philadelphia	:95.5	: 4.6	: 4/ 6/38:	5/22/39:	2/12/37:	33	:11/12/39:	7/ 1/40
DD421: BENSON	:E. S. Co. (Quincy)	:85.0	: 3.5	: 5/16/38:	11/15/39:	9/30/37:	32	: 5/30/40:	7/25/40
DD422:MAYO	:E. S. Co. (Quincy)	:78.5	: 3.3	: 5/16/38:	3/26/40:	9/30/37:	34	: 7/30/40:	9/25/40
DD423:GLEAVES	:Bath Iron Wks.	:92.1	: 6.3	: 5/16/38:	12/ 9/39:	9/30/37:	34	: 8/ 2/40:	6/11/40
DD424:NIDLACK	:Bath Iron Wks.	:84.5	: 3.1	: 8/ 8/38:	-	: 9/30/37:	36	:10/ 3/40:	8/15/40
DD425:MADISON	:Boston	:67.7	: 4.4	:12/19/38:	10/20/39:	12/30/37:	34	:10/30/40:	9/ 1/40
DD426:LANSDALE	:Boston	:66.7	: 4.4	:12/19/38:	10/20/39:	12/30/37:	36	:12/30/40:	11/ 1/40
DD427:HILARY P. JONES	:Charleston	:67.0	: 3.5	:11/16/38:	12/14/39:	12/30/37:	34	:10/30/40:	10/30/40
DD428:CHAS. F. HUGHES	:Puget Sound	:72.9	: - 4.0 -	: 1/ 3/39:	-	:12/30/37:	34	:10/30/40:	10/30/40
:	:	:	:	:	:	:	:	:	:

* Commissioned March 2, 1940

** Commissioned March 4, 1940

*** Commissioned April 15, 1940

**** Commissioned April 27, 1940

Type, Number and Name	Contractor	Percentage of Completion:		Keel Laid	Launched	Date of contract	Date of Completion:			
		May 1, 1940	Gain for Month of April 1940				Mos.	As per contract	As reported by building yard	
		TOTAL					or order	Bld.	or order	yard
<u>DESTROYERS</u> (continued)										
DD429: LIVERMORE	: Bath Iron Works	: 70.0	: 4.3	: 3/ 6/39	: -	: 8/15/38	: 28	: 12/15/40	: 11/ 1/40	:
DD430: EBERLE	: Bath Iron Works	: 66.7	: 4.6	: 4/12/39	: -	: 8/15/38	: 30	: 2/15/41	: 12/30/40	:
DD431: FLUNKETT	: Fed. SB&DD Co.	: 88.7	: 7.0	: 3/ 1/39	: 3/ 9/40	: 8/17/38	: 30	: 2/17/41	: 7/12/40	:
DD432: KEARNY	: Fed. SB&DD Co.	: 82.1	: 5.3	: 3/ 1/39	: 3/ 9/40	: 8/17/38	: 32	: 4/17/41	: 9/12/40	:
DD433: GWIN	: Boston	: 39.1	: 4.1	: 6/ 1/39	: -	: 10/ 1/38	: 29	: 3/ 1/41	: 3/ 1/41	:
DD434: MEREDITH	: Boston	: 39.1	: 4.1	: 6/ 1/39	: 4/24/40	: 10/ 1/38	: 31	: 5/ 1/41	: 5/ 1/41	:
DD435: GRAYSON	: Charleston	: 32.0	: 4.1	: 7/17/39	: -	: 10/ 1/38	: 30	: 4/ 1/41	: 4/ 1/41	:
DD436: MONSSEN	: Puget Sound	: 40.5	: 6.6	: 7/12/39	: -	: 10/ 1/38	: 29	: 3/ 1/41	: 3/ 1/41	:
DD437: WOOLSEY	: Bath Iron Works	: 42.1	: 7.7	: 10/ 9/39	: -	: 6/15/39	: 24	: 6/15/41	: 6/15/41	:
DD438: LUDLOW	: Bath Iron Works	: 35.7	: 6.0	: 12/18/39	: -	: 6/15/39	: 26	: 8/15/41	: 8/15/41	:
DD439: EDISON	: Fed. SB&DD Co.	: 32.0	: 5.8	: 3/18/40	: -	: 6/15/39	: 24	: 6/15/41	: 6/15/41	:
DD440: ERICSSON	: Fed. SB&DD Co.	: 26.9	: 5.0	: 3/18/40	: -	: 6/15/39	: 26	: 8/15/41	: 8/15/41	:
DD441: WILKES	: Boston	: 20.0	: 3.9	: 11/ 1/39	: -	: 7/ 1/39	: 24	: 7/ 1/41	: 7/ 1/41	:
DD442: NICHOLSON	: Boston	: 19.9	: 3.9	: 11/ 1/39	: -	: 7/ 1/39	: 26	: 9/ 1/41	: 9/ 1/41	:
DD443: SWANSON	: Charleston	: 15.1	: 0.6	: 11/15/39	: -	: 7/ 1/39	: 26	: 9/ 1/41	: 9/ 1/41	:
DD444: INGRAHAM	: Charleston	: 12/0	: 0.3	: 11/15/39	: -	: 7/ 1/39	: 28	: 11/ 1/41	: 11/ 1/41	:

Type, Number and Name	Contractor	:Percentage of Completion:	:Gain for	:Month of	:Keel Laid	:Date of	:Mos.	:contract	:to	:or	:Bld.	:order	:Date of Completion	:As reported	:by	:building	:yard
<u>DESTROYER TENDERS</u>																	
AD14	:DIXIE	:N.Y.S.B.Corp.	:	:	:	Delivered 25 April 1940,	Commissioned 25 April 1940	:	:	:	:	:	:	:	:	:	:
AD15	:PRAIRIE	:N.Y.S.E.Corp.	:77.3	: 5.9	:	:12/ 7/38:12/ 9/39:	10/14/38: 24	:10/14/40:	8/26/40	:	:	:	:	:	:	:	:
<u>MINESWEEPERS</u>																	
AM55	:RAVEN	:Norfolk	:47.5	: 5.8	:	: 6/28/39:	-	: 9/ 1/38: 24	: 9/ 1/40:	12/13/40	:	:	:	:	:	:	:
AM56	:OSPREY	:Norfolk	:47.4	: 5.8	:	: 6/28/39:	-	: 9/ 1/38: 26	:11/ 1/40:	1/15/41	:	:	:	:	:	:	:
<u>REPAIR SHIP</u>																	
AR5	:VULCAN	:N.Y.S.B.Corp.	:14.0	: 4.6	:	:12/26/39:	-	: 8/ 1/39: 32	: 4/ 1/42:	4/ 1/42	:	:	:	:	:	:	:
<u>SUBMARINE TENDER</u>																	
AS11	:FULTON	:Mare Island	:34.7	: - 3.4 -	:	: 7/19/39:	-	: 9/ 1/38: 36	: 9/ 1/41:	9/ 1/41(a)	:	:	:	:	:	:	:
<u>FLEET TUGS</u>																	
AT66	:CHEROKEE	:B.S.Co. (S.I.)	:	:	:	Delivered 25 April 1940,	Commissioned 26 April 1940	:	:	:	:	:	:	:	:	:	:
<u>SEAPLANE TENDERS</u>																	
AV4	:CURTISS	:N.Y.S.B.Corp.	:65.6	: 5.5	:	: 4/25/38: 4/20/40:	12/27/37: 38	: 2/27/41:	12/ 6/40	:	:	:	:	:	:	:	:
AV5	:ALBEMARLE	:N.Y.S.B.Corp.	:45.8	: 2.7	:	: 6/12/39:	-	:10/14/38: 32	: 6/14/41:	6/14/41	:	:	:	:	:	:	:
<u>SEAPLANE TENDERS</u>																	
AVP10	:BARNEGAT	:Puget Sound	:23.3	: 2.9	:	:10/27/39:	-	: 9/ 1/38: 27	:12/ 1/40:	3/ 1/41	:	:	:	:	:	:	:
AVP11	:BISCAYNE	:Puget Sound	:23.3	: 2.9	:	:10/27/39:	-	: 9/ 1/38: 30	: 3/ 1/41:	5/ 1/41	:	:	:	:	:	:	:
AVP12	:CASCO	:Puget Sound	: 8.2	: - 2.4 -	:	-	-	: 7/ 1/39: 24	: 7/ 1/41:	7/ 1/41	:	:	:	:	:	:	:
AVP13	:MACKINAC	:Puget Sound	: 8.2	: - 2.4 -	:	-	-	: 7/ 1/39: 27	:10/ 1/41:	10/ 1/41	:	:	:	:	:	:	:
<u>MINELAYER</u>																	
CM5	:TERROR	:Philadelphia	: -	: -	:	-	-	: 9/ 1/39: 36	: 9/ 1/42:	9/ 1/42(a)	:	:	:	:	:	:	:

(a) Reports from various sources indicate a delay may be involved. Amount of delay not determined.

UNCLASSIFIED

May 10, 1940

Sheet 6.

88

Type, Number and Name	Contractor	Percentage of Completion:				Date of Completion:			
		: May 1 : 1940	: Gain for : Month of : April 1940	: Keel : Laid	: Launched : or order	: Date of : contract	: As per : contract	: As : reported	: building : yard
		: TOTAL	: TOTAL			: Days	: order		
SUBMARINE CHASERS									
PC449:	:Luders Mar.C.Co.	:90.0	: 6.0	: 7/10/39:	-	: 7/ 1/39:300	: 4/26/40:	6/ 1/40	:
PC450:	:Am.Car & F.Co.	: Delivered 3	May 1940,	Commissioned 6	May 1940				
PC451:	:DeFoe E&M Works	:70.0	: 10.0	: 9/25/39:	-	: 6/15/39:360	: 6/10/40:	6/10/40(a)	:
PC452:	:DeFoe E&M Works	:28.0	: 6.0	: 3/14/40:	-	: 10/19/39:360	: 10/13/40:	10/13/40	:
PTC1 :	:	:	:	:	:	:210-	:(e)	:	:
to 12:	:E.B.Co.Elco Works:	8.4*	: 5.1	-	-	:12/13/39:300	: 7/10/40:	7/10/40(c)	:
MOTOR TORPEDO BOATS:									
PT1 :	:Miami S.B.Corp.	:85.5	: 0.5	: 7/12/39:	8/16/39:	6/ 8/39:165	:11/20/39:	6/15/40	:
PT2 :	:Miami S.B.Corp.	:85.5	: 0.5	: 8/19/39:	9/30/39:	6/ 8/39:165	:11/20/39:	6/15/40	:
PT3 :	:Fisher Boat Works:	99.0	: 4.0	: 8/ 1/39:	-	: 6/ 8/39:195	:12/20/39:	5/20/40	:
PT4 :	:Fisher Boat Works:	98.0	: 3.0	: 8/ 5/39:	-	: 6/ 8/39:215	: 1/ 9/40:	5/20/40	:
PT5 :	:Higgins Ind.Inc.	:85.5	: 0.5	: 8/ 1/39:	-	: 6/10/39:175	:12/ 2/39:	7/ 1/40	:
PT6 :	:Higgins Ind.Inc.	:20.0	: 20.0	-	-	: 6/10/39:-	: 8/26/40:	8/28/40(a)	:
PT7 :	:Philadelphia	:21.5	: 2.4	: 8/29/39:	-	-	-	:10/ 1/40	:
PT8 :	:Philadelphia	:68.0	: 13.2	:12/29/39:	-	-	-	: 7/ 1/40	:
PT10 :	:	:	:	:	:	:300-	:(e)	:	:
to 20:	:E.B.Co.Elco Works:	7.1*	: 7.1	-	-	:12/13/39:390	:10/ 8/40:	-	:

(a) These vessels delayed due to late engine deliveries.

(c) First vessel only, balance scheduled for delivery at uniform intervals thereafter.

(d) Delivery date delayed due to construction of replacement boat.

* Estimated completion for class.

PSF
new
1

COPY

May 18, 1940.

MEMORANDUM FOR

CAPTAIN CALLAGHAN

Will you speak to me about this?

F.D.R.

Enc--Letter to the President from Under Secretary Welles
in re Admiral Courtney's pro-German attitude. He
is in command of our special squadron now based
at Lisbon.

For original memo of the above and copy of enclosure
See:Summer Welles folder-Drawer 1-1940

PSF
May 21
1

Copy

May 21, 1940.

MEMORANDUM FOR THE PRESIDENT:

Senator Jimmy Byrnes phoned that in an informal meeting of his committee today, the Naval officers were asked to express their opinion, regardless of the amount named in the bill, and Admiral Towers of the Navy gave a figure one hundred million dollars more than he, Byrnes, was asking for. Byrnes wants to know if the President is interested in increasing this figure to the amount of Tower's statement as he, Byrnes believes it can be easily gotten. Senator Byrnes thought perhaps the President would advise him on this before the meeting of his committee tomorrow morning at ten o'clock. This amount has to do with the aviation estimates.

E. M. W.

(The President marked this in longhand)

"OK'd"

(came to file on May 23, 1940)

TELEGRAM

The White House
Washington

PSF Navy
File Personal [5-22-40?]
Confidential
Navy
1

TO: The President.

FROM: Naval Communications.

Following restricted cable from Paris timed 11:50A.M., E.S.T.:

"German advance going north, south from Abbeville and Montreuil and Letreport. Allied counter attack to south between Cambrai and Aries moving slowly. Outlook most grave unless Allied attack succeeds."

* * *

mc-653pm/Watch Officer, Navy.

PSF
Navy
/

Memo to Jim Rowe from the President---May 23, 1940

Asks him to get word to Capt. Collins re Navy patent clause which several people have said ought to be put into ~~new~~ any purchases of new blind landing devices for Army, Navy or C.A.A. President just passing on this information.

See 'Administrative Assts folder-Rowe-(May 23, 1940 memo)

Mr. Larrabee.

We do not have
memo of 16 fl

Σ 13

THE WHITE HOUSE
WASHINGTON

*File
personal +
confidential*

CONFIDENTIAL

May 23, 1940.

MEMORANDUM FOR

THE PRESIDENT

Attached are three memoranda from
Admiral Anderson which may prove to be of
interest to the President.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN

Franklin D. Roosevelt Library

DECLASSIFIED

DDO DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- *WD*

In reply refer to initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

Office of Naval Intelligence

Op-16-F-2

22 May 1940

~~CONFIDENTIAL~~

Memorandum for the Chief of Naval Operations

SUBJECT: Japanese Naval Forces at Palau, Mandate Islands.

1. Amplifying memorandum of 16 May 1940 on this same subject, the following additional information is submitted:

(a) The 4th Fleet has been ordered to base on Palau, Mandate Islands.

(b) 4th Fleet composition:

HIRYU 1 CV (Flag) 10,050 Tons/33 kts. 30-40 planes.
KAMOI 1 AV (converted oiler) 17,000 tons/15 kts. 12 VP
Desdiv 23- 4 DD planes
Desdiv 30- 4 DD
One other unit. (as yet not definitely identified).

(c) The two destroyer divisions arrived at Palau on 21 May and the carrier is due to arrive on 22 May.

(d) The KAMOI will depart from Yokosuka, Japan about 27 May, arriving Palau about 4 June.

(e) 12 VP planes will proceed from Yokosuka, Japan, departing about 3 June and arriving at Saipan the same day. Six of these planes will depart from Saipan and arrive at Palau on 5 June, while the remaining six will make the flight from Palau to Saipan on 6 June.

CC - Op-16
Op-16-F
Op-13
Op-11
Aide to President ←
File.

W. S. ANDERSON

Franklin D. Roosevelt Library
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DDO DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- *gwh*

NAVY DEPARTMENT
Office of the Chief of Naval Operations
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

In reply refer to No.
Op-16-F-2

~~CONFIDENTIAL~~

22 May 1940.

Memorandum for the Chief of Naval Operations

SUBJECT: Japanese Intentions Regarding Dutch East Indies.

1. Highly reliable information has been received that on 13 May 1940, the British Ambassador to Japan and Mr. Arita, the Japanese Foreign Minister, conferred at Tokyo concerning the situation of the Dutch East Indies. The substance of this discussion is as follows:

(a) The British Ambassador explained the attitude of the British government in regard to the Dutch East Indies and then said "I assume that Japan has no intention of interfering in the Dutch East Indies."

(b) The Japanese Foreign Minister replied "You assume correctly. We desire political and economic status quo for the Dutch East Indies". The Foreign Minister added that, due to a lack of full understanding, many foreign newspapers were jumping to erroneous conclusions in regard to the Japanese position.

(c) The Japanese Foreign Minister expressed some concern as to the ability to maintain the economic status quo of the Dutch East Indies. The British Ambassador stated that he felt sure that an agreement with Japan could be attained on this topic. The Ambassador implied that such an agreement was possible along the lines of the agreement now under consideration concerning trade between Japan and Malaya, whereby Japan agrees not to re-export to British enemy countries the goods imported from the Malay Peninsula.

W.S. Anderson

W.S. Anderson.

Original to Aide to President

CC - CNO.

MID.
State
File

Franklin D. Roosevelt Library

DECLASSIFIED

DDI DIR. 5200.9 (9/27/59)

Date- 4-7-70

Signature- *jad*

CONFIDENTIAL

NAVY DEPARTMENT
Office of Chief of Naval Operations
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

In reply refer to No.

Op-16-F-4

~~RESTRICTED~~

RESTRICTED

23 May 1940

MEMORANDUM FOR THE CHIEF OF NAVAL OPERATIONS

SUBJECT: Danish Communications -

- 1) Danish Minister, Washington, to SYDFOGDEN, Godthaab, re American delegation.
- 2) SVANE BRUN to Greenmark, New York, re establishment wire connection Denmark to Greenland.

1. Highly reliable information has been received that the Danish Minister in Washington on 18 May 1940 notified an address known as SYDFOGDEN in Godthaab, Greenland: That, referring to the Minister's communication 10 (concerning U.S. authorities sending a delegation) the subject is abandoned. Referring to Sydfogden's message 12, the Minister is inquiring into "Previous Possibilities Emigration Permits." Desire immediate information how it is proposed to finance travel, also continuing expenses while in America.

Also,

On May twentieth, some person or persons named SVANE BRUN advised "Greenmark" in New York that in order to provide for possible wire communications between Denmark and Greenland, BRUN desired the committee to accept messages addressed "Settlement Manager Nielsen Greenmark New York" and forward them to the Greenland station by the direct New York - Godhavn communication system as at present. BRUN asked Greenmark to confirm this arrangement.



W. S. Anderson

Distribution: Franklin D. Roosevelt Library
Naval Aide ✓
CNO
State
MID
File

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DDO DIR. 5200.9 (9/27/59)

Date- 4-7-70

Signature- *JR*

RESTRICTED

PSF Navy
Confidential
y Navy

[COMMITTEE PRINT]

MAY , 1940

76TH CONGRESS
3D SESSION

H. R. 8026

IN THE SENATE OF THE UNITED STATES

MARCH 13 (legislative day, MARCH 4), 1940

Read twice and referred to the Committee on Naval Affairs

[Omit the part struck through and insert the part printed in *italic*]

AN ACT

To establish the composition of the United States Navy, to authorize the construction of certain naval vessels, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 That the authorized composition of the United States Navy
4 in under-age vessels as established by the Act of May 17,
5 1938 (52 Stat. 401), is hereby further increased by one
6 hundred and sixty-seven thousand tons, as follows:

7 (a) Aircraft carriers, seventy-nine thousand five
8 hundred tons, making a total authorized under-age tonnage
9 of two hundred and fifty-four thousand five hundred tons.

10 (b) Cruisers, sixty-six thousand five hundred tons,

J. 230425

1 making a total authorized under-age tonnage of four hundred
2 and seventy-nine thousand and twenty-four tons.

3 (c) Submarines, twenty-one thousand tons, making a
4 total authorized under-age tonnage of one hundred and two
5 thousand nine hundred and fifty-six tons: *Provided*, That
6 the foregoing total tonnage for aircraft carriers, cruisers,
7 and submarines may be varied by ~~sixteen thousand seven~~
8 ~~hundred~~ *thirty-three thousand four hundred* tons in the ag-
9 gregate so long as the sum of the total tonnages of these
10 classes as authorized herein is not exceeded: *Provided fur-*
11 *ther*, That the terms used in this or any other Act to de-
12 scribe vessels of designated classes shall not be understood
13 as limited or controlled by definitions contained in any
14 treaty which is not now in force.

15 SEC. 2. The President of the United States is hereby
16 authorized to construct such vessels, including replacements
17 authorized by the Act of March 27, 1934 (48 Stat. 503),
18 as may be necessary to provide the total under-age composi-
19 tion authorized in section 1 of this Act.

20 SEC. 3. The President of the United States is hereby
21 authorized to acquire or construct naval airplanes, and
22 ~~lighter-than-air craft~~ *lighter-than-aircraft*, and spare parts
23 and equipment, as may be necessary to provide and maintain
24 the number of useful naval airplanes at a total of not more
25 than four thousand five hundred, including five hundred

1 airplanes for the Naval Reserve; and the number of useful
2 lighter-than-air craft nonrigid lighter-than-aircraft at a total
3 of not less than twelve more than eighteen: *Provided, That*
4 *all contracts for the acquisition or construction of naval air-*
5 *planes or lighter-than-aircraft entered into under the author-*
6 *ity of this section shall contain the stipulation that delivery*
7 *thereof to the United States shall take priority over deliveries*
8 *made by the contractor to other nations.*

9 SEC. 4. The President of the United States is hereby
10 further authorized to acquire and convert or to undertake
11 the construction of seventy-five thousand tons of auxiliary
12 vessels of such size, type, and design as he may consider best
13 suited for the purposes of national defense.

14 SEC. 5. There is hereby authorized to be appropriated,
15 out of any money in the Treasury of the United States not
16 otherwise appropriated, such sums as may be necessary to
17 effectuate the purposes of this Act, which purposes shall
18 include, in addition to shipbuilding ways and shipbuilding
19 docks at the navy yards at Portsmouth, New Hampshire,
20 Philadelphia, Pennsylvania, and Norfolk, Virginia, essen-
21 tial equipment and facilities at naval establishments for build-
22 ing and equipping any ship or ships herein or heretofore
23 authorized including not to exceed \$35,000,000 for ship-
24 building ways, shipbuilding docks, and essential equipment
25 and facilities at Naval establishments for building or equip-

should not
be marked out.

1 *ping any ship, herein or heretofore authorized, and in addi-*
2 *tion not to exceed \$6,000,000 for essential equipment and*
3 *facilities at either private or Naval establishments for the*
4 *production of armor or armament: Provided, That equipment*
5 *and facilities procured for the production of armor or*
6 *armament pursuant to the authority contained herein may*
7 *be leased, sold, or otherwise disposed of, in the discretion of*
8 *the Secretary of the Navy, when no longer required for use*
9 *under Naval contract.*

10 SEC. 6. The allocation and contracts for construction
11 of the vessels herein authorized as well as the procurement
12 and construction of airplanes and spare parts, shall be in
13 accordance with the terms and conditions provided by the
14 Act of March 27, 1934 (48 Stat. 503), as amended.

15 SEC. 7. Vessels of the following categories shall here-
16 after be deemed ~~under age~~ *under-age* until the number of
17 years indicated have elapsed since completion: Battleships,
18 twenty-six years; aircraft carriers and cruisers, twenty
19 years; other combatant surface craft, sixteen years, sub-
20 marines, thirteen years.

21 SEC. 8. The construction, alteration, furnishing, or
22 equipping of any naval vessel authorized by this Act, or the
23 construction, alteration, furnishing, or equipping of any naval
24 vessels with funds from any appropriation available for such
25 purposes, contracts for which are made after June 30, 1940,

shall be in accordance with the provisions of Public Law
1 Numbered 846, Seventy-fourth Congress, approved June 30,
2 1936, unless such course, in the judgment of the President
3 of the United States, should not be in the interest of national
4 defense.

5 *SEC. 9. For the purpose of modernizing the United*
6 *States ships New York, Texas, and Arkansas, alterations*
7 *and repairs to such vessels are hereby authorized at a total*
8 *cost not to exceed the sum of \$6,000,000. This sum shall be*
9 *in addition to the total appropriation expenditures for repairs*
10 *and changes to each of these vessels as limited by the Act of*
11 *July 18, 1935 (49 Stat. 482; U. S. C., title 5, sec. 468a).*

12 *SEC. 10. The provisions of section 4 of the Act approved*
13 *April 25, 1939 (53 Stat. 590, 593), shall, during the period*
14 *of any national emergency declared by the President to exist,*
15 *be applicable to naval public works and naval public utili-*
16 *ties projects in the Fourteenth Naval District for which*
17 *appropriations are made or authorized: Provided, That the*
18 *fixed fee to be paid the contractor as a result of any con-*
19 *tract entered into under the authority contained herein, or*
20 *any contract hereafter entered into under the authority con-*
21 *tained in said Act of April 25, 1939, shall not exceed 6*
22 *per centum of the estimated cost of the contract, exclusive*
23 *of the fee, as determined by the Secretary of the Navy.*

24 *SEC. 11. There is hereby authorized and established a*
25

1 *Naval Consulting Board of seven members to be appointed*
2 *by the President, by and with the advice and consent of the*
3 *Senate, from among eminent civilians in the fields of indus-*
4 *try, science, and research, to serve during the pleasure of the*
5 *President. This board is hereby authorized to make recom-*
6 *mendations to the Secretary of the Navy in any matter con-*
7 *cerning the Naval Establishment and the national defense.*
8 *The members thereof shall serve without compensation, but*
9 *shall be reimbursed for all expenses incurred incident to*
10 *their travel and employment as members of the board. There*
11 *is hereby authorized to be appropriated, out of any money*
12 *in the Treasury not otherwise appropriated, not to exceed*
13 *\$25,000 to effectuate the purposes of this Section.*

Passed the House of Representatives March 12, 1940.

Attest:

SOUTH TRIMBLE,

Clerk.

By H. NEWLIN MEGILL.

[COMMITTEE PRINT]

MAY , 1940

70TH CONGRESS
3d Session

H. R. 8026

AN ACT

To establish the composition of the United States Navy, to authorize the construction of certain naval vessels, and for other purposes.

MARCH 13 (legislative day, MARCH 4), 1940
Read twice and referred to the Committee on Naval Affairs

PSF
Navy

June 5

156 Miles
Mary

General Watson
I want to see
summary about this
today - file
personal



DEPARTMENT OF STATE
WASHINGTON

June 1, 1940

My dear Mr. President:

Recent world events have created apprehensions among the other American republics regarding their ability to resist overseas aggression. The desire of our southern neighbors to obtain arms and munitions in this country for defense purposes and their inability, generally speaking, to purchase them for cash raises a question of major policy in our relations with them. The nature of the problem will be apparent from the following considerations of law, policy, and experience.

For a number of years our private arms manufacturers have sold arms, under license, to foreign governments. Experience indicates that neither manufacturers nor private banks have been willing to extend credits for the purchase of such commodities.

Recently certain surplus War Department stocks have been made available, for cash. Joint Resolution No. 367 which permits us to sell coast defense and anti-aircraft matériel

The President

The White House.

matériel and to construct naval vessels, has just gone to you for signature; this measure does not however authorize the extension of any credits.

Under existing legislation, the Export-Import Bank is definitely prohibited from making loans "for the purchase of any articles, except aircraft exclusively for commercial purposes, listed as arms, ammunition, or implements of war by the President of the United States in accordance with the Neutrality Act of 1939" (Public 420, 76th Congress). Information obtained from the Reconstruction Finance Corporation indicates that while no comparable legal prohibition exists, Mr. Jones has repeatedly informed members of Congressional committees that the powers of the Corporation would not be utilized to finance the sale of arms.

Thus the Export-Import Bank is prohibited by law and the Reconstruction Finance Corporation feels constrained by public declarations of policy, from extending credits to the other American republics, at a time when chaotic world conditions have rendered them--and us--acutely conscious of their relative vulnerability.

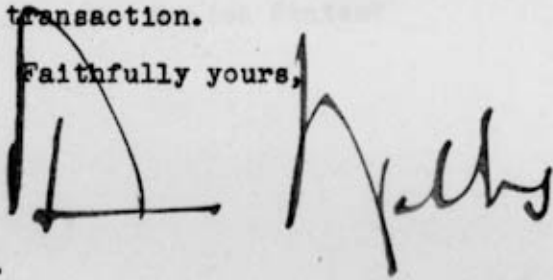
As you know, I approach this problem with a heavy reluctance. It has been the policy of our Government over a period of years not to facilitate the sale of arms in

the

the New World or to take any action which might be misinterpreted as encouraging their purchase. Our legislation and our procedure reflect this policy, which was adopted after careful consideration of all the factors then involved. I believe however that the time has come when this policy should be examined in the light of the world situation and a decision reached whether to maintain with respect to the other American republics our policy of selling arms only for cash (under which few sales will be made), or to adopt a new policy with adequate authorization in law or otherwise permitting the extension to those republics of modest credits to permit their acquisition of limited amounts of defensive armament.

In the foregoing connection I enclose a copy of a memorandum received on May 25 last from the Government of Uruguay concerning its desire to purchase defensive armament to the value of \$6,500,000 and inquiring whether the credit facilities of the Export-Import Bank would be available for such a transaction.

Faithfully yours,

A handwritten signature in dark ink, appearing to be 'H. H. H. H.', written in a cursive style. The signature is positioned to the right of the typed name 'H. H. H. H.' and overlaps slightly with the text 'Faithfully yours,'.

Enclosure:
Copy of memorandum from Uruguayan Government.

DEPARTMENT OF STATE

DIVISION (RA
BUREAU (

ENCLOSURE

TO

LETTER DRAFTED

ADDRESSED TO

The President

MEMORANDUM FROM THE MINISTER OF FINANCE
OF URUGUAY HANDED TO THE AMERICAN
MINISTER AT MONTEVIDEO ON
MAY 26, 1940.

One. Whether the Government of the United States is in these moments considering the possibility that long term credits might be granted to the American countries to acquire material destined for national defense?

Two. If in the affirmative: (a) Within what period of time is it believed that such credits could be placed at the disposition of the interested countries? (b) If Uruguay should immediately acquire such material, making use of a short term credit granted by the Export-Import Bank, could Uruguay later close out this operation making use of a long term credit, in order not to diminish its dollar resources needed for the purchase of general merchandise imports from the United States?

Pst Navy
Navy
1

Re:Report of Admiral Stark of June 2-1940

Re:Telegram from Wilson at Montevideo-May 31, 1940

to Hull and Welles re sending 40 or 50 U.S. Vessels to east coast of So. America-----attached is Welles letter to FDR of June 1, 1940, memo from FDR to Admiral Stark asking for report on telegram, report from Stark of June 2, 1940, FDR memo to Welles enclosing Stark's report, Welles reply of June 3, 1940 and FDR's memo Stark enclosing reply of June 3, 1940 from Welles and telling him to go ahead with sending the additional C. A. indicated in his Paragraph # 13 of his report of June 2, 1940; also attached is memo from Capt. Gallagher of June 7, 1940 re WICHITA sailing for Rio de Janeiro that day.

See:Summer Welles-Drawer 1-1940 (June 1, 1940 letter)

THE WHITE HOUSE
WASHINGTON

75E
11/27
1

June 4, 1940.

FROM: THE PRESIDENT
TO: CHIEF, BUREAU OF ORDNANCE, U.S.N.
SUBJECT: MEMORANDUM FROM CAPTAIN CALLAGHAN

1. Please see to it that Captain Callaghan's recommendations in regard to precautions at Dahlgren be carried out as quickly as possible.

2. I think there should be no publicity whatsoever in regard to this, and I am asking Captain Callaghan to communicate this message to you to the Chief of Operations verbally.

F. D. R.

Memo enc -

— Captain Callaghan asked that this be returned to him but the President said to keep it in his conf file and that if the Capt should ask for it at any time to tell him that the President wants it kept here.

THE WHITE HOUSE
WASHINGTON

June 5, 1940.

MEMORANDUM DICTATED BY THE PRESIDENT
TO BE FILED WITH REPORT FROM CAPTAIN
KIRK.

This report of Captain Kirk
in London stresses the failure of a
separate Air Defense in naval and
land operations.

*file
Confidential
7-17
BF*

THE WHITE HOUSE
WASHINGTON

~~CONFIDENTIAL~~

June 3, 1940.

MEMORANDUM FOR

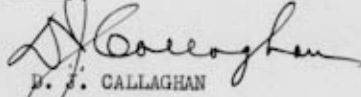
THE PRESIDENT

A most excellent report from Captain Kirk, which I think will prove interesting to the President.

The resume' in paragraph 6 is considered particularly pertinent.

/// May I request, respectfully, that the attached be returned to me when the President has finished with it.

Respectfully,


D. J. CALLAGHAN

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DDO DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- JWD

~~Confidential~~ ATTACHE'S REPORT

Forward seven copies (original and six carbon); this number is necessary because of the limited personnel in O. N. I. and because of the urgency for quickly disseminating information from attaches. These copies will be distributed by O. N. I. as per footnote or elsewhere, according to subject matter.

From X Date May 6, 1940 Serial No. 469 File No. 902-300

(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Authentic

Subject GRAND BRITAIN WAR OPERATIONS CONDUCT OF THE WAR
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference

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Date- 4-7-70 *WJ*

NOTE:—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

CONDUCT OF THE WAR

Signature-

1. In personal and private conversations with an officer of high rank, wide experience, and considerable responsibility, at present in the Admiralty, the following comment was made on the general planning and conduct of war operations to date.

While of a critical character, the manner in which the remarks were made was definitely more analytical than anything else. The views expressed were explanatory, and, in some degree, apologetic, of the recent failure of Allied plans in Norway.

2. The War at Sea

(a) This, it was held, continued to be regarded as governed by the strategical and tactical considerations of the last war. Dispositions were made, and had been made from the first day of the war, on the basis of fleet actions, real contests for the command of the sea - which, it was stated, lay in Allied hands from the very beginning. The shadow of a "Grand Fleet" still persisted, and prevented seizing opportunities to inflict severe damage on the enemy by local operations. A distinct impression was given that, except when the German pocket battleships were at large, this Home Fleet had tended to remain so closely concentrated as to preclude practically any of those minor operations which occasion has presented from time to time.

(b) In particular, it was emphatically stated that, in the twenty years of peace, complete sight had been lost of the vital and important part played in the last war by the great mine barrages. It was claimed that attention in books, staff colleges, and ordinary naval thinking had been so concentrated upon the dramatic and, of course, impressive place in history taken by the Battle of Jutland as to obscure those other naval means taken to bring the war to a successful end. The Admiralty had failed to get the funds required to build proper ships and to store up fuel facilities to lay or to sweep mines. Personnel connected with the specialty "Torpedoes and Mining" had not been promoted to anything like the extent other specialists had - notably gunnery. Supplies of mines were woefully inadequate and experimentation had been retarded through lack of funds. Again was heard the statement that in peace the appropriations went for things that show, that can be seen and displayed.

(c) It was contended that all German ports should have been "mined in" the day the war began, and kept so at all costs. (It is inferred this could have been done by submarines, aircraft, and fast mine layers.) The view was positively stated that in confined waters, like the Skaggeerack and Cattegat, minefields would prove better than submarines. That this feeling is opposed by the submarine service was acknowledged, but the belief was expressed that in such waters the field of usefulness of the submarine was definitely limited. (From other sources it has been learned that calm

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M-B-C-D-E																		
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Tech. Div.	C. I. C. W. S.	Com. Int. Fw.	Com. Sec. Fw.	C. I. C. Eds.	Com. S. S. S.	Com. A. P.	Attached at	Operations			State	Com. Sec.	Return to	Reason No.				
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OP-28 OP-30 OP-38

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 FORMED BY JUNE 1918

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NAVY OFFICE
 FORMED BY JUNE 1918

ISSUED BY THE INTELLIGENCE DIVISION, OFFICE OF CHIEF OF
 NAVAL OPERATIONS, NAVY DEPARTMENT

~~Confidential~~ ATTACHÉ'S REPORT

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From X Date May 6, 1940 Serial No. 409 File No. 908-200
(Continuation new series with January first) (Select proper number from O. N. I. Index)

Source of information Authentic

Subject GREAT BRITAIN WAR OPERATIONS CONDUCT OF THE WAR
(Dates reported on) (Index title as per Index sheet) (Subtitle)

Reference

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 BOB DIR. 5200.9 (9/27/68)
 - 2 -
 Date- 4-7-70 WJ.
 Signature-

and moonlight nights seriously hampered British subs in recent operations - in which three were lost.)

(d) In general, it was said that more imagination, more ingenuity, and more real aggression against the enemy in his vital spots were needed. The weakness of the air support to the Fleet's operations was deplored. The failure to provide proper fighters for carriers and for long-range work from shore bases, was considered inexcusable. By contrast, the Germans were described as very good in their air staff work for sea operations; as, for example, when a German reconnaissance plane shadowed a British man-of-war they knew bombers would arrive soon, and they did. On the other hand, the R.A.F. bombers or fighters often failed to make the contact at all, or arrived too late. The case of the SUFFOLK at Stavanger was once more cited, in confirmation of my previous report that fighters failed to arrive.

3. THE WAR OFFICE ATTITUDE

(a) This was condemned because all attention was focussed on the Western Front, and the thinking was still in terms of immobile warfare. The ability of the Germans to coordinate their air power with their military operations was something the British Army and R.A.F. had still to learn. The peculiar advantages the Allies possessed by virtue of their sea-power were not being exploited. The Norway withdrawal was frankly acknowledged to be a definite set-back.

(b) There would have to be considerable improvement in staff work and in training to bring the British military forces into up-to-date condition for modern war.

4. The R.A.F.

(a) The R.A.F. was characterized as thinking chiefly in terms of long-range bombing excursions deep into Germany; and in short range fighter and other defensive operations in protection of England. There had been, it was said, no appreciation of the vital part British air forces must play, if the Norwegian expeditions were to succeed. The lack of proper fighters to participate in those operations was fatal.

(b) The Fleet Air Arm was described as doing splendid work with indifferent equipment. The lack of suitable types, especially carrier fighters, was felt a serious handicap. The procurement was, by Government policy, a function of the Air Ministry and the Admiralty's hands were tied. This was declared to be most unfortunate, and a system fraught with danger.

(c) The anti-submarine effort of the R.A.F. was mentioned as ineffective because of the continued adherence to the 100-lb. aerial bomb.

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Tech. Dir.	C. in C. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	C. in C. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.	Com. Inf. U. S.

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From X Date May 6, 1940 Serial No. 489 File No. 902-200
(Continuation series each January first) (Select proper number from O. N. I. Index)

Source of information Authentic

Subject GREAT BRITAIN NAVAL OPERATIONS CONDUCT OF THE WAR
(Nation reported on) (Index title as per Index sheet) (Subtitle)

Reference

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This was declared hopelessly out-of-date as compared with the much larger charges now used in mines, and in depth charges.

5. Probable Course of the War.

(a) As a personal, reasoned view of the general course of the war, it was held that Hitler would endeavor, now that Norwegian bases were available, to intensify the operations against shipping to and from British ports. This would be done by submarines, mines, aircraft and raiders. The British Navy would also be an equal objective, as well as naval ports. Military operations would be used to distract and disperse attention. Heavy attacks on the Western Front or air bombardment of principal cities were not anticipated - at least for some time yet.

(b) Briefly, the above was summed up as an effort to intensify the blockade of the British Isles.

6. The above views were expressed dispassionately. They must be taken not as idly critical but as indicative of the kind of thinking which seeks to determine faulty methods and procedure with the object of applying corrective measures. It seems to me the outstanding features of these remarks are:

(a) The basic error in the British war-machine is the separate Air Force. Air power augments and assists both the naval and military forces, but it is complementary to each. It is not, in my judgment, a separate and distinct arm. Armies and navies require fullest use of air forces to achieve success. Those air forces must be suitable in number and type for each service, and must be thoroughly and carefully trained with their own service. To introduce into modern warfare, where the swiftness with which events move gives a new value to the time-factor, the complications ensuing from a third arm, which must be coordinated and indoctrinated, is to impair initiative and jeopardize ultimate success.

(b) The importance of recognizing the effect that control of the air has upon military and naval operations. Lack or loss of such control, even though local and temporary, may seriously disorganize basic plans by interrupting operations, especially those where the time-factor is vital to success. This was strikingly brought out by recent landings in Norway, where troops were successfully put ashore but further advances bogged down at once because of German air activities.

(c) The mistake of overlooking in peace-time those many auxiliary operations, which, taken in the whole, help to bring about the final defeat of the enemy. In particular is meant the provision of ships for laying mines; for sweeping mines; for laying and tending nets and booms; and of the mines

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- 4 -

themselves, as well as the nets and booms, together with continuous research and experiment in such matters.

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Date- 4-7-70

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Tech. Dev.	C. in C. U. S.	Com. Rel. For.	Com. Sec. For.	C. in C. Asia	Com. S. S. S.	Com. A&P	Attaché at	Operations				State	Com- merce	Return to Room No.				
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In reply refer to Initials
and No.

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Personal*

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Name*

**NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON**

7 June 1940

MEMORANDUM FOR THE PRESIDENT

We have intercepted several messages by radio to Italian merchant ships from an Italian radio station.

Most of them were in code, but those in plain language directed the ships to proceed to a port which is neutral (apparently a change in orders).

JRS

(Come to file June 9-1940)

file confidential

PSF Navies
navy
1

OLD DESTROYERS

In commission:	Commissioned	:	Remaining	:	Total
prior to	:Since declaration	:	to be	:	
Emergency	:of Emergency	:	Commissioned:	:	

Straight Destroyers

Battle Force	9	4	--	13	} <i>straight</i> <i>2250</i> <i>126</i>
Asiatic Fleet	13	0	---	13	
Atlantic Squadron	18	56	---	74	
Squadron 40-T	2	0	---	2	
Sub.Force	1	0	---	1	
Special Service Sqn.	2	4	---	6	
To be determined	0	0	17	17	

Converted to

? Anti-Aircraft Ships	0	0	2	2	} <i>converted</i> <i>DD</i> <i>44</i>
Light Mine Layers	4	4	0	8	
Small Plane Tenders	2	5	7	14	
High Speed Transports	1	0	5	6	
High Speed Mine Sweepers	6	0	4	10	
Mobile Targets	2	0	0	2	
Experimental	2	0	0	2	

Total	62	73	35	170
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135

NEW DESTROYERS.

	: 1800-ton : in : Commission:	: 1500-ton : in : Commission:	: 1600-ton : under : Construction:	: To be built: : under Present : or Pending : Legislation.	: TOTAL
BATTLE FORCE	: 13	: 47	: 0	: 0	: 60
ATLANTIC SQUADRON	: 0	: 1	: 0	: 0	: 1
SHAKING DOWN	: 0	: 12	: 0	: 0	: 12
BUILDING OR TO BE BUILT.	: 0	: 0	: 16	: 38	: 54
TOTAL	: 13	: 60	: 16	: 38	: 127

73

Rough

8 DDs at Philadelphia	-	15 June.
6 DDs at Philadelphia	-	1 Sept.
3 DDs at San Diego	-	1 Sept.
2 AVPs at Philadelphia	-	1 Sept.
4 AVPs at San Diego	-	1 Sept.
2 AAships at Boston	-	1 Nov.
2 Transports at New York	-	1 Sept.
3 Transports at Norfolk	-	1 Sept.
4 High Speed Mine Sweepers at M.I.	-	1 Oct
1 AVP at Mare Island	-	1 Sept
<hr/>		
35		

Refer to No. ND9 16 CH
A8-2
Serial No. 978-40

HEADQUARTERS
NINTH NAVAL DISTRICT
GREAT LAKES, ILLINOIS

In reply address for the signer of this letter,
but the Commandant, Ninth Naval District,
Great Lakes, Illinois.

June 11, 1940.

FIRST ENDORSEMENT

~~CONFIDENTIAL~~

From: The Commandant, Ninth Naval District.
To: The Chief of Naval Operations,
(Director of Naval Intelligence).
Subject: Report on Germany - Lt. Comdr. E. C. UHLEIN,
I-V(S), USNR.

Enclosure: (A) Subject report and forwarding letter.

1. Forwarded.
2. Mr. Henry M. KANNEE, Secretary to the President,
has requested that subject report be forwarded to the White House
via official channels.

W. C. Watts.
W. C. WATTS.

SECOND ENDORSEMENT

Op-16-F-4
QRS/Uihlein, E.C. (6-11)
A8-2/EF30(6-11)
~~CONFIDENTIAL~~
CONFIDENTIAL
Serial No. 093416

Office of Chief of Naval Operations
Intelligence Division

JUN 18 1940

From: The Chief of Naval Operations.
To: The Naval Aide to The President.

1. Forwarded.

W. S. Anderson
W. S. Anderson,
By direction.

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DDO DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- *W.S.*

~~CONFIDENTIAL~~

235 W. Galena Street,
Milwaukee, Wisconsin,
June 6, 1940.



From: Lieut. Comdr. E. C. Uihlein, USNR.
To: Comdr. J. W. Gregory, USN.
References: ND9-16 LRH
GRS/A9
Serial No. 898-40

Relative to your letter of May 22nd I am enclosing an original copy of my report to the Navy Department under date of November 10, 1936.

At a meeting at the White House last week between the President's Secretary, Mr. Henry M. Kannee, and the Honorable Judge A. C. Backus, request was made that a copy of the above report be forwarded to the President via official channels.

Very sincerely,

A handwritten signature in cursive script that reads "E. C. Uihlein".

E. C. Uihlein.

November 10, 1936.

Commander K. C. Christian, USN.,
Ninth Naval District,
Great Lakes, Illinois.

Dear Commander Christian:

In line with your suggestion, I have prepared a brief memorandum covering some of the points raised in my report to Admiral Downs and his staff at Great Lakes on October 23, 1936, relative to conditions abroad.

ENGLAND

Business picture noticeably improved — last visit to Britain two years ago — interviewed industrialists, merchants, bankers, auditors, men in the government service, etc. Real estate and rental values up — much building going on wherever you go — stock values way up — general business good — exports better — much activity in shipping and shipbuilding — standards of living down — people calm and working with their shoulders to the wheel — everyone much more optimistic — more smiles — more spending — railroad travel up — hotels, restaurants, etc. reporting much improved business — unemployment coming down — budget practically balanced. Feeling toward France bitter — feel they should have been consulted before France negotiated Soviet Military Treaty — feel Hoare and Eden sort of 'flops' re their foreign policy — feel France should have taken more decided position against Mussolini during the Ethiopian trouble and had they done so Britain's position in the Mediterranean would have been eased considerably and likely Mussolini would not have gained his day in Ethiopia quite so readily. The British picture in the Mediterranean was in fact quite precarious for a while. Mussolini is supposed to have had 650 Caproni bombers in the south of Italy ready for immediate service. In the event of trouble with Britain, one-half of this fleet was destined for Suez, the other half for Gibraltar. It is possible that the British fleet might have been annihilated. Largely because of this, all discussion and procrastination in the houses of Parliament have ceased. Unity of thought and action has become crystallized. The British Armament Budget has been approved and the preparedness program is going full steam ahead. The British propose to build around 20,000 planes in the next two and one-half years — two types are being developed — a heavy bomber and a cruising bomber. The heavy bomber will have a speed around 200 miles per hour; the cruising bomber around 250 miles per hour. They will mount four and six guns of 1 3/4" caliber with a range about again as long as the old type 'pea shooter' as they called it. This gun will be fed by clips and each sixth shot will carry a flare or tracer. They are not using a belt or drum. They are supposed to have eliminated all premature explosions in the breach. The gun is water or prestone cooled and will shoot about 100 shots per minute. Some of the big bombers can carry bombs up to 4,000 pounds but both type ships will likely carry bombs ranging from 850 to 2200 pounds. Motors are mostly water or prestone cooled — they do not think so much of our radial type air cooled motor. Their motor will weigh less per H.P. than ours and will turn up very high. All motor, aeroplane, aeronautical instrument plants are running 100 percent on government orders. May not solicit business from foreign powers. The Rolls Merlin V type and Napier H design and Spitfire, etc. are among their best motors. The British

Snyder cup racer has attained a speed of 411 miles per hour, the Italian Snyder cup racer 446. Great progress is being made in airports, anti-aircraft guns, gas shelters, etc. The British feel that with every possible precaution they are still vulnerable and are much concerned in the event of a surprise attack. The Naval base at Singapore is now completed with the largest air base in the world. Many Britishers who called Hitler everything under the sun two years ago, today regard him as a genius. They may not agree with him on the religious or Jewish questions but they do regard him as the bulwark against communism. In fact I found the feeling in Britain towards the Germans friendly and it would not surprise me if this relationship would become much more closely cemented in the months to come.

GERMANY

The general improvement in Germany was amazing. Such order, such discipline, such cleanliness. The people in the main seem happy — their self-respect has been restored to them. Although there are some that do not agree with Hitler on some of his internal policies, I believe it safe to say that 98% are behind him as far as his foreign policy is concerned. The religious question, it appears, has been pretty well straightened out. The Jewish question has not. One sees very few Jews about and I am informed that he has not softened his drive against them. Factories are busy, very busy. One wonders, with German exports off, where the products are going. He is aiming at a self-contained nation and it is to be noted that he has made great progress in this direction. For example, the new synthetic rubber plant employing 15,000 men went into production this week. I could not find a beggar on the streets of Germany, He has freed the streets and hotels, etc. of play-girls and has put them to work. He has brought down unemployment from 4,500,000 to below 800,000 in three years. About 1,200,000 of this number have been absorbed in the army and munition plants. Wherever you go you see men in uniform, either the regular army or one of the Hitler secondary organizations. These men are the finest lot of men I have ever seen. Healthy, robust, erect posture and perfectly disciplined. The one thing I noticed was that very few of the army or navy men seemed to smoke. Most munitions are being made in six or seven plants newly built in out-of-the-way places. The casual traveler will never find them. Considerable heavy shipments are going to Japan via Hamburg — A new long-range gun has been developed that will shoot 110 miles. They have likewise made great progress on other calibers, both light and heavy — Helgoland is being fortified and when completed will have a very large air base. I saw the old fortifications on Helgoland in 1911 — Hitler's new system of super-highways is the finest piece of road engineering I have ever seen. California, New York, or any of the roads in Italy or France cannot touch these highways. Three lanes in one direction, then a platted center lane, then three lanes in the opposite direction. A series of these highways, when completed, will web the country. They are as nearly straight as possible, most grades and dips have been eliminated — the banking and drainage, the approaches and exits are perfectly engineered. All cross travel is either overhead or underground. You can travel for hundreds of miles without crossing an intersection. The highways are not unfinished but planted, seeded, and gardened — very well marked, miss all cities, Imagine what this network of highways will mean to the nation from an industrial and travel standpoint, say nothing about the ability to move with dispatch great masses of the military to all parts of the country. Germany has succeeded in propelling a submarine submerged with a new gas. Country is full of glider schools. Everybody is

gliding. Also have finest aeronautical schools — not the day of the daredevil flyer but rather a day of aeronautical technicians. Germany is developing the most efficient aeronautical technicians in the world. Program calls for something over 30,000 planes in the next three years. Making great progress in all forms of Diesel, air, marine, industrial. Of course it is to be remembered that gasoline is costly in Germany. Supposed to have developed a ray short-circuiting any electrically ignited aeroplane motor. Heard this four years ago, also two years ago. It may be true. Building a large number air bases about eight square blocks, all underground. Planes land on field and run down ramp under their own power. Base will accommodate several hundred planes — area sump-pumped, ventilated and in part air conditioned. Machine shop, restaurant, and housing accommodations for several hundred men underground. Base equipped with emergency tunnel exits — all gasoline, fuel oil, and lubricating oil tanks underground — second series of ramps permit planes to come up to field under own power. Ramp tunnels gated or locked for gas attack. Do not depend upon nearby utility station. Produce own energy with Krupp Diesels driving generators. Bases equipped with long periscopes. Ceiling or roof 7' concrete with reinforcing rods, roof then covered with soil. Self contained bomb and gas proof air base. Difficult to find out what Germany has done in air. Understand, however, that they are leading England and Italy. Heinkel plane considered best type ship. Dornier type pretty good bomber. Luft Hansa more commercial. Finest motors made by Bavarian Maschinenbau, A.G. Planes carry television chart recording area over which plane is traveling. This is televisioned back to headquarters base where fire of squadron is directed. Leading the world in aerial telescopic photographic apparatus. In two or three years, Germany will be armed to a point where it probably will be precarious to attempt to attack her. The Germans say this program is a defensive one only. With Germany's finances in the state they are, I wonder if they will be able to wage much of an offensive war. However, she might strike quickly and conclusively. Although France has financed and militarized Poland, Poland is close to Germany economically and fears Russia. Dr. Schacht and a corps of trade experts are supposed to have effected splendid trade relations with two of the Balkan States. The King of England, on his recent trip, tried to undo Schacht's work but is supposed to have failed. Germany is close to Hungary economically and Austria, a bleeding nation, will flop the way she is told. Germany is close to Italy but they do not trust the Italians too much. They were thrown once. Germany is supposed to have negotiated a treaty with Japan. Everything is headed toward Russia. In the event of a war, Germany, Italy, Poland, Austria, Hungary, and possibly two of the Balkan States, would engage Russia from the East and Japan would attack from the rear. England would try to remain neutral, advance tremendous credits to Germany and make hundreds of millions out of the war. For Britain's neutrality stand, she would get major oil and other concessions in Russia and Germany would get the Ukraine. France, if she abrogated the Soviet Treaty, is supposed to remain neutral. I am no Houdini on predictions but am informed that Hitler will fight at the drop of a hat if Russia attempts to communize any more countries in Europe. The issue is communism and Hitler proposes to stamp it out. A great many restaurants, night-clubs, and theatres are three and four flights underground. Germany is supposed to have developed a new gas that will freeze a person for eight to ten hours. There appears to be no occasion for a war between France and Germany or Belgium. There is really nothing to be gained territorially from an enlightened people. Russia is the pivotal point and is being blamed for having inaugurated the European armament race. General impression seems to be that if Hitler asked for the return of some of the colonies taken from

Germany, the allies would yield. Some circles are surprised that he has not already asked for these concessions.

RUSSIA

Large army but not modern and poorly officered. Air fleet large, not the most modern. Many daredevil and stunt flyers but not a large, well organized corps of technically trained flyers. Germany is not afraid of Russia today. The report coming out of Russia on her great recovery, I believe, should be taken with a grain of salt. However, Russian and Japanese agents are buying anything and everything new they can lay their hands on, not alone here but in every other country.

CZECHO-SLOVAKIA

Standard of living low — business in the main good — feeling toward Germany not friendly — Czechs feel they are between two mill stones and are in a quandary as to what way to jump. Skoda Works at Prague and Pilsen are employing about 32,000 men — running about 80% on munitions for France, the Balkan States and Turkey.

FRANCE

Dangerous undercurrent — much restlessness — the matter of workers taking over industrial plants has worked to the detriment of the country. Blum confronted with tremendous economic problems — important Frenchmen state that they believe Blum will be through in another two or three months and that a more conservative government will be returned to France.

SPAIN

Indications are that Spain's civil war will not embroil the rest of Europe. Concessions will be made by the rest of the powers so as to avoid becoming involved. The Royalist party will likely have the picture in hand within the next month or so and it is expected that a more conservative form of government will be returned to Spain.

CONCLUSIONS

The following points are respectfully suggested for consideration:

1. Consolidation of the country's air forces under one directing head as in Germany or England.
2. Chain of air bases similar to the German type, let us say, 300 miles inland from the Atlantic seaboard and 500 miles apart running from the Canadian border to the Gulf of Mexico. Repeat this chain of air bases along the Pacific seaboard.
3. Compulsory military training of one year for all able-bodied citizens upon attaining the age of 18 or 20. This suggestion is made not with the view to building a great army but rather with a view towards giving our young men a thorough physical training and injecting a bit of discipline into the youth of the country.

November 10, 1936.

4. The President should appoint a commission of architects and engineers, which in turn is to approve the design and construction of every public or quasi-public job to be erected in the country and, if necessary, assist in the financing. Gas plants, public utility central stations, reservoirs - either water, gasoline, etc. - theatres and other large meeting places are vulnerable to air attacks. The architectural and engineering departments of our universities should establish a chair whereby this new type of underground design and architecture be given consideration in the hope that something feasible may be found as a protection against bombing and gas attacks. Gas shelters must be provided and the time to start is now.
5. Our American system of college athletics is wrong. Those already physically fit are whipped into great athletic machines whether that be in track, football, rowing or baseball. Let this end of the training continue but add thereto some compulsory system of athletic training so that the rank and file of the student body will benefit physically. The present system of gymnasium training is not sufficient. Develop walking or calisthenic clubs, as in Germany, under proper direction and discipline and the entire student body will benefit. The ROTC units are a step in the right direction. It is well to remember the doctrine of our late President Theodore Roosevelt "To be fit mentally, one must be fit physically."
6. Gestures on the part of Britain or Italy to begin to pay off on their war debts should be viewed with suspicion. Were this to pass, the Johnson Act will likely be lifted and large credits would begin to flow to these countries. As a result, we might become embroiled in the next European conflict. I also consider the large amount of foreign capital invested in America, somewhere around \$5,000,000,000 to \$6,000,000,000, as precarious to our well being. Rapid withdrawal of these funds might precipitate a collapse comparable to that of 1929.

The above information cannot be vouched for as to its accuracy but was gathered to the best of my ability.

You appreciate, of course, that in a memorandum of this sort it is difficult for me to cover the ground as thoroughly as I should like to. I shall be very glad to meet you again should you wish me to discuss other phases of the European picture.

Respectfully submitted,

E. C. UHLEIN
Lieut. Comdr., USNR.

C/A

1

THE WHITE HOUSE
WASHINGTON

~~CONFIDENTIAL~~

June 11, 1940.

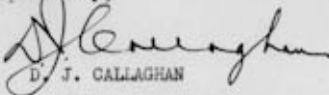
file 11

MEMORANDUM FOR

THE PRESIDENT

The attached memorandum may be of
interest to the President.

Respectfully,


D. J. CALLAGHAN

PSF
nam
1

NAVY DEPARTMENT
Office of the Chief of Naval Operations
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

In reply refer to No.
Op-16-F-2

~~CONFIDENTIAL~~

8 June 1940.

Memorandum for the Chief of Naval Operations

1. Thoroughly reliable information is at hand that the Japanese Government has determined on the following courses of action in China in the event Italy enters the war:
 - (a) Use force to remove or disarm the European belligerents' forces in China if any fighting occurs between them.
 - (b) Reissue the warning of 5 September 19~~40~~³⁹ to France and Britain regarding maintenance of peace and withdrawal of armed forces.
 - (c) Issue the same warning to Italy, after first confidentially informing her and negotiating and arranging for withdrawal of Italian troops on condition that France and Britain evacuate.

2. Japan is planning the above steps in secret with a view to anticipating untoward incidents and the spread of the war to the Far East.

W.S. Anderson
W.S. Anderson.

Original to Aide to President ✓
CC - CNO.
MID.
State
File.

~~CONFIDENTIAL~~

PSF
Navy

COPY

June 12, 1940

Dear Betty:-

I think you will like to see this.

Please have a copy of it made and "By direction of the President" place it with your record.

Please send me back the original for my files.

Always sincerely,

Admiral Harold R. Stark,
Chief of Naval Operations,
Navy Department,
Washington, D. C.

(Enclosure) Letter to the President, dated June 11, 1940,
from the Secretary of the Treasury in re meeting
to discuss giving the Allies bombs.

*For letter of June 11, 1940 and original of this
see: Henry Morgenthau - Drawer 1 - 1940*

135
7107
1

file
3

THE WHITE HOUSE
WASHINGTON

June 13, 1940.

MEMORANDUM FOR

ADMIRAL MOREELL

As far as I can see this contract is all right, provided, of course, there is in it a definite escape clause in the event the Congress does not appropriate money for next year's work. In such a case the fee would have to be scaled down. The same thought applies to a situation in which the Government undertook to do certain work, such as grading, through WPA or some other Government agency.

F. D. R.

Texas Naval Base

BSF Navy

THE WHITE HOUSE
WASHINGTON

June 13, 1940

MEMORANDUM FOR

ADMIRAL MOREEL

As far as I can see this contract is all right, provided, of course, there is in it a definite escape clause in the event the Congress does not appropriate money for next year's work. In such a case the fee would have to be scaled down. The same thought applies to a situation in which the Government undertook to do certain work, such as grading, through WPA or some other Government agency.

F. D. R.

Contract with Brown & Root, Inc., & W. S. Bellows, and Columbia Construction Co., for Naval Air Station, Corpus Christi, Texas.

Cost plus a fixed fee of \$1,200,000. No bonds.

The attached contract covers the Naval Air Station at Corpus Christi, Texas, at an authorized limit of cost of \$25,000,000.

The authorization for the station is in the 1941 Naval Act and it is desired to give immediate orders to the contractors to proceed.

The form that has been signed by the contractors will be subject to minor changes particularly as to wages which have not yet been furnished by the Department of Labor. As the contractors will be reimbursed for all costs approved by the Government, no objection is seen to approving the contract in its present form as there is ample safeguard therein for controlling the contractors' expenditures.

Approved June 13, 1940.

FRANKLIN D. ROOSEVELT.

Sent to Admiral Ben Moreel, Chief, Bureau of Yards and Docks, by special messenger, June 13, 1940.

IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO NO.

file

Pst Navy

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS
WASHINGTON, D. C.

14 June 1940

Memorandum for The President.

Subject: Contract for Corpus Christi, Texas, Naval Air Station.

Your memorandum of June 13th relative to the contract for the Corpus Christi Air Station indicates your approval of this contract with the proviso that it contain "a definite escape clause in the event the Congress does not appropriate money for next year's work".

Article 3 of the contract authorizes the omission of any project or projects listed in the contract with a corresponding reduction in fee. Article 14 of the contract mentions the "convenience of the Government" as one of the reasons for possible termination.

In the case of the Corpus Christi contract there would appear to be no reason for invoking either one of the articles cited above, first, because the entire amount for the project (\$25,000,000) has already been appropriated and, second, because I confidently expect to complete this Station, practically in its entirety, in the first year.

B. Moreell

B. Moreell

PSF

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pressmail
Elev

THE WHITE HOUSE
WASHINGTON

June 14, 1940

Important -

Navy

Sen Walsh is reported to
me ^{1pm} as in a towering
rage about sale of
Navy stuff to Allies

He is threatening to
force legislation
prohibiting sale of
anything -

Elco boats started
rumors - everything
else came in later.
whole committee in a lather.

CE (Charles Edison)

THE WHITE HOUSE
WASHINGTON

PST Navy
2
2/10
June 15, 1940.

MEMORANDUM FOR

THE PRESIDENT

The attached report of progress, as of June 1, 1940, on vessels under construction for the Navy is forwarded for the information of the President.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN

PSF Navy

NAVY DEPARTMENT
BUREAU OF CONSTRUCTION AND REPAIR - BUREAU OF ENGINEERING
WASHINGTON, D.C.

Ss

JUNE 10, 1940

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY - JOINT REPORT OF PROGRESS AS OF JUNE 1, 1940

Type, Number and Name	Contractor	Percentage of Completion:				Date of Completion		Date of Completion	
		June 1 1940	Gain for Month of May 1940	Keel Laid	Launched	Mos. of Contract	As per contract	As reported	By building yard
BATTLESHIPS									
BB55:NORTH CAROLINA	:New York	: 70.9	: 2.1	: 10/27/37	: -	: 8/ 1/37	: 49	: 9/ 1/41	: 10/15/41
BB56:WASHINGTON	:Philadelphia	: 67.7	: 2.8	: 6/14/38	: 6/ 1/40	: 8/ 1/37	: 52	: 12/ 1/41	: 12/30/41
BB57:SOUTH DAKOTA	:N.Y.S.B.Corp.	: 19.9	: 2.6	: 7/ 5/39	: -	: 12/15/38	: 52	: 4/15/43	: 12/15/42
BB58:INDIANA	:MNSB&DD Co.	: 15.2	: 2.2	: 11/20/39	: -	: 12/15/38	: 52	: 4/15/43	: 4/15/43
BB59:MASSACHUSETTS	:B.S.Co. (Quincy)	: 18.1	: 2.8	: 7/20/39	: -	: 12/15/38	: 55	: 7/15/43	: 7/15/43
BB60:ALABAMA	:Norfolk	: 11.3	: 2.2	: 2/ 1/40	: -	: 4/ 1/39	: 52	: 8/ 1/43	: 8/ 1/43
BB61:IOWA	:New York	: 1.1	: 1.1	: -	: -	: 7/ 1/39	: 49	: 8/ 1/43	: 3/ 1/44(a)
BB62:NEW JERSEY	:Philadelphia	: -	: -	: -	: -	: 7/ 1/39	: 52	: 11/ 1/43	: 6/ 1/44(a)
AIRCRAFT CARRIERS									
CV8 :HORNET	:NNSB&DD Co.	: 31.1	: 4.4	: 9/25/39	: -	: 4/10/39	: 34	: 2/10/42	: 2/10/42
LIGHT CRUISERS									
CL51:ATLANTA	:Fed.SB&DD Co.	: 13.1	: 3.2	: 4/22/40	: -	: 4/25/39	: 36	: 4/25/42	: 4/25/42
CL52:JUNEAU	:Fed.SB&DD Co.	: 11.9	: 2.7	: 5/27/40	: -	: 4/25/39	: 38	: 6/25/42	: 6/25/42
CL53:SAN DIEGO	:B.S.Co. (Quincy)	: 9.0	: 1.8	: 3/27/40	: -	: 4/25/39	: 39	: 7/25/42	: 9/25/42
CL54:SAN JUAN	:B.S.Co. (Quincy)	: 8.8	: 1.9	: 5/15/40	: -	: 4/25/39	: 41	: 9/25/42	: 11/25/42
CL55:CLEVELAND	:N.Y.S.B.Corp.	: 0.3	: 0.3	: -	: -	: 3/23/40	: 36	: 3/23/43	: 3/ 9/43
CL56:COLUMBIA	:N.Y.S.B.Corp.	: 0.3	: 0.3	: -	: -	: 3/23/40	: 39	: 6/23/43	: 6/ 9/43

(a) An extension in the building period of at least 6 months will be required on each vessel, the exact amount not now determinable.

Franklin D. Roosevelt Library

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 2-18-59

Signature- Carl L. Spicer

June 10, 1940

Sheet 2

Ss

Type, Number and Name	Contractor	Percentage of Completion:				Date of Completion:			
		June 1 1940	Gain for Month of May 1940	Keel Laid	Launched	As per reported	Contract to or Order	Contract by Bld.	Order Yard
:SUBMARINES		TOTAL	TOTAL	Laid	Launched	or Order	Bld.	Order	Yard
Delivered and Commissioned 3 June 1940									
SS198:TAMBOR	:Elec. Boat Co. :		2.2	3/ 1/39:	1/27/40:	8/ 2/38:	31	3/ 2/41:	7/ 3/40 :
SS199:TAUTOG	:Elec. Boat Co. :	98.8	3.6	4/27/39:	3/27/40:	8/ 2/38:	33	5/ 2/41:	9/30/40 :
SS200:THRESHER	:Elec. Boat Co. :	95.8	5.7	7/ 5/39:	3/25/40:	9/ 1/38:	30	3/ 1/41:	11/ 1/40 :
SS201:TRITON	:Portsmouth :	72.6	10.3	8/28/39:	5/21/40:	9/ 1/38:	32	5/ 1/41:	2/ 1/41 :
SS202:TROUT	:Portsmouth :	65.1	3.4	7/19/39:	-	11/ 1/38:	30	5/ 1/41:	3/ 1/41 :
SS203:TUNA	:Mare Island :	58.3	7.8	10/ 6/39:	-	6/15/39:	23	5/15/41:	5/15/41 :
SS204:MACKEREL	:Elec. Boat Co. :	56.5	4.5	5/28/40:	-	7/ 1/39:	27	10/ 1/41:	10/ 1/41 :
SS205:MARLIN	:Portsmouth :	9.0	6.0	12/27/39:	-	6/15/39:	25	7/15/41:	7/15/41 :
SS206:GAR	:Elec. Boat Co. :	40.6	5.3	2/14/40:	-	6/15/39:	27	9/15/41:	9/15/41 :
SS207:GRAMPUS	:Elec. Boat Co. :	36.2	4.6	4/ 3/40:	-	6/15/39:	29	11/15/41:	11/15/41 :
SS208:GRAYBACK	:Elec. Boat Co. :	33.3	5.2	12/15/39:	-	7/ 1/39:	25	8/ 1/41:	5/ 1/41 :
SS209:GRAYLING	:Portsmouth :	26.4	4.3	4/ 2/40:	-	7/ 1/39:	29	12/ 1/41:	8/ 1/41 :
SS210:GRENADIER	:Portsmouth :	19.4	4.1	11/22/39:	-	7/ 1/39:	27	10/ 1/41:	10/ 1/41 :
SS211:GUDGEON	:Mare Island :	33.5							

Franklin D. Roosevelt Library

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 2-18-59

Signature- Carl J. Spicer

Type, Number and Name	Contractor	Percentage of Completion:				Date of Completion:					
		June 1 1940	Gain for Month of May 1940	Keel Laid	Launched or order	Date of contract	Mos. to	contract or	by building	As reported	yard
<u>DESTROYERS</u>											
DD416:WALKE **	:Boston			Completed 31 May 1940							
DD419:WAINWRIGHT *	:Norfolk			Completed 31 May 1940							
DD420:BUCK ***	:Philadelphia	: 98.5	: 3.0	: 4/ 6/38	: 5/22/39	: 2/12/37	: 33	: 11/12/39	: 6/25/40		
DD421: BENSON	:B.S.Co. (Quincy)	: 90.2	: 5.2	: 5/16/38	: 11/15/39	: 9/30/37	: 32	: 5/30/40	: 7/25/40		
DD422: MAYO	:B.S.Co. (Quincy)	: 81.0	: 2.5	: 5/16/38	: 3/26/40	: 9/30/37	: 34	: 7/30/40	: 9/25/40		
DD423: GLEAVES	:Bath Iron Wks.	: 96.6	: 4.5	: 5/16/38	: 12/ 9/39	: 9/30/37	: 34	: 8/ 2/40	: 6/14/40		
DD424: NIBLACK	:Bath Iron Wks.	: 88.3	: 3.8	: 8/ 8/38	: 5/18/40	: 9/30/37	: 36	: 10/ 3/40	: 8/ 9/40		
DD425: MADISON	:Boston	: 76.1	: 8.4	: 12/19/38	: 10/20/39	: 12/30/37	: 34	: 10/30/40	: 9/ 1/40		
DD426: IANSDALE	:Boston	: 74.1	: 7.4	: 12/19/38	: 10/20/39	: 12/30/37	: 36	: 12/30/40	: 11/ 1/40		
DD427: HILARY P. JONES	:Charleston	: 73.7	: 6.7	: 11/16/38	: 12/14/39	: 12/30/37	: 34	: 10/30/40	: 10/30/40		
DD428: CHAS. F. HUGHES	:Puget Sound	: 77.3	: 4.4	: 1/ 3/39	: 5/16/40	: 12/30/37	: 34	: 10/30/40	: 10/30/40		

- * Commissioned April 15, 1940
- ** Commissioned April 27, 1940
- *** Commissioned May 15, 1940

Franklin D. Roosevelt Library

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 2-18-59

Signature- Carl S. Spicer

Type, Number and Name	Contractor	:Percentage of Completion:				:Date of Completion:			
		: June 1	: Gain for	: Month of	: Keel	: Date of	: Mos.	: contract	: by
		: 1940	: May 1940	: May 1940	: Laid	: Launched	: or order	: Bld. order	: yard
		: TOTAL	: TOTAL	: TOTAL					
:DESTROYERS (Cont'd)									
DD429:LIVERMORE	:Bath Iron Wks.	: 73.3	: 3.3	: 3/ 6/39:	-	: 8/15/38:	28	:12/15/40:	11/ 1/40
DD430:EBERLE	:Bath Iron Wks.	: 69.4	: 2.7	: 4/12/39:	-	: 8/15/38:	30	: 2/15/41:	12/30/40
DD431:PLUNKETT	:Fed.SB&DD Co.	: 93.9	: 5.2	: 3/ 1/39:	3/ 9/40	: 8/17/38:	30	: 2/17/41:	7/12/40
DD432:KEARNY	:Fed.SB&DD Co.	: 86.7	: 4.6	: 3/ 1/39:	3/ 9/40	: 8/17/38:	32	: 4/17/41:	9/12/40
DD433:GWIN	:Boston	: 44.1	: 5.0	: 6/ 1/39:	5/25/40	:10/ 1/38:	29	: 3/ 1/41:	3/ 1/41
DD434:MEREDITH	:Boston	: 42.9	: 3.8	: 6/ 1/39:	4/24/40	:10/ 1/38:	31	: 5/ 1/41:	5/ 1/41
DD435:GRAYSON	:Charleston	: 39.1	: 7.1	: 7/17/39:	-	:10/ 1/38:	30	: 4/ 1/41:	4/ 1/41
DD436:MONSSEN	:Puget Sound	: 44.7	: 4.2	: 7/12/39:	5/16/40	:10/ 1/38:	29	: 3/ 1/41:	3/ 1/41
DD437:WOOLSEY	:Bath Iron Wks.	: 47.0	: 4.9	:10/ 9/39:	-	: 6/15/39:	24	: 6/15/41:	6/15/41
DD438:LUDLOW	:Bath Iron Wks	: 41.1	: 5.4	:12/18/39:	-	: 6/15/39:	26	: 8/15/41:	8/15/41
DD439:EDISON	:Fed.SB&DD Co.	: 39.8	: 7.8	: 3/18/40:	-	: 6/15/39:	24	: 6/15/41:	4/15/41
DD440:ERICSSON	:Fed.SB&DD Co.	: 33.0	: 6.1	: 3/18/40:	-	: 6/15/39:	26	: 8/15/41:	6/14/41
DD441:WILKES	:Boston	: 24.9	: 4.9	:11/ 1/39:	5/31/40	: 7/ 1/39:	24	: 7/ 1/41:	7/ 1/41
DD442:NICHOLSON	:Boston	: 23.9	: 4.0	:11/ 1/39:	5/31/40	: 7/ 1/39:	26	: 9/ 1/41:	9/ 1/41
DD443:SWANSON	:Charleston	: 17.7	: 2.6	:11/15/39:	-	: 7/ 1/39:	26	: 9/ 1/41:	9/ 1/41
DD444:INGRAHAM	:Charleston	: 14.2	: 2.2	:11/15/39:	-	: 7/ 1/39:	28	:11/ 1/41:	11/ 1/41

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DOD DIR. 5200.9 (9/27/58)

Date- 2-18-59

Signature- Carl L. Spicer

SECRET

June 10, 1940

Sheet 5.

88

Type, Number and Name	Contractor	Percentage of Completion:				Date of Completion :			
		June 1 1940	Gain for Month of May 1940	Keel Laid	Launched	Date of contract:	Mos. to	contract: or	As per reported building
<u>DESTROYER TENDERS:</u>									
AD15 : PRAIRIE	: N.Y.S.B. Corp.	: 83.3	: 6.0	: 12/ 7/38:	12/ 9/39:	10/14/38:	24	: 10/14/40:	8/30/40
<u>MINESWEEPERS</u>									
AM55 : RAVEN	: Norfolk	: 52.0	: 4.5	: 6/28/39:	-	: 9/ 1/38:	24	: 9/ 1/40:	12/13/40
AM56 : OSPREY	: Norfolk	: 51.7	: 4.3	: 6/28/39:	-	: 9/ 1/38:	26	: 11/ 1/40:	1/15/41
<u>REPAIR SHIP</u>									
AR5 : VULCAN	: N.Y.S.B. Corp.	: 17.5	: 3.5	: 12/26/39:	-	: 8/ 1/39:	32	: 4/ 1/42:	2/ 1/42
<u>SUBMARINE TENDER</u>									
AS11 : FULTON	: Mare Island	: 39.2	: 4.5	: 7/19/39:	-	: 9/ 1/38:	36	: 9/ 1/41:	9/ 1/41(a)
<u>SEAPLANE TENDERS</u>									
AV4 : CURTISS	: N.Y.S.B. Corp.	: 68.5	: 2.9	: 4/25/38:	4/20/40:	12/27/37:	38	: 2/27/41:	12/ 4/40
AV5 : ALEMARLE	: N.Y.S.B. Corp.	: 47.8	: 2.0	: 6/12/39:	-	: 10/14/38:	32	: 6/14/41:	6/14/41
<u>SEAPLANE TENDERS</u>									
AVP10 : BARNEGAT	: Puget Sound	: 28.3	: 5.0	: 10/27/39:	-	: 9/ 1/38:	27	: 12/ 1/40:	3/ 1/41
AVP11 : BISCAYNE	: Puget Sound	: 28.3	: 5.0	: 10/27/39:	-	: 9/ 1/38:	30	: 3/ 1/41:	5/ 1/41
AVP12 : CASCO	: Puget Sound	: 11.9	: 3.7	: 5/30/40:	-	: 7/ 1/39:	24	: 7/ 1/41:	7/ 1/41
AVP13 : MACKINAC	: Puget Sound	: 11.9	: 3.7	: 5/30/40:	-	: 7/ 1/39:	27	: 10/ 1/41:	10/ 1/41
<u>MINELAYER</u>									
CM5 : TERROR	: Philadelphia	: -	: -	: -	: -	: 9/ 1/39:	36	: 9/ 1/42:	9/ 1/42(a)

(a) Reports from various sources indicate a delay may be involved. Amount of delay not determined.

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DOD DIR. 5200.9 (9/27/88)

Date- 2-18-59

Signature- Carl S. Spicer

Type, Number and Name	Contractor	Percentage of Completion:				Date of Completion:			
		June 1940	Gain for Month of May 1940	Keel Laid	Launched	Date of contract	Cal. or order	As reported by building yard	As per contract
SUBMARINE CHASERS									
PC449:	Luders Mar. C. Co.	96.0	6.0	7/10/39	5/15/40	7/1/39	300	4/26/40	6/20/40(a)
PC451:	DeFoe R&M Wks.	80.0	10.0	9/25/39	5/23/40	6/15/39	360	6/10/40	6/10/40(a)
PC452:	DeFoe R&M Wks.	33.0	5.0	3/14/40	-	10/19/39	360	10/13/40	10/13/40
PTC1 to 12:	E. B. Co. Elco Wks.	21.0 *	12.6	-	-	12/13/39	210	7/10/40	7/24/40(c)
MOTOR TORPEDO BOATS									
PT1	Miami S. B. Corp.	86.0	0.5	7/12/39	8/16/39	6/8/39	165	11/20/39	6/15/40(a)
PT2	Miami S. B. Corp.	86.0	0.5	8/19/39	9/30/39	6/8/39	165	11/20/39	6/15/40(a)
PT3	Fisher Boat Wks.	99.5	0.5	8/1/39	4/18/40	6/8/39	195	12/20/39	6/20/40
PT4	Fisher Boat Wks.	99.0	1.0	8/5/39	4/19/40	6/8/39	215	1/9/40	6/20/40
PT5	Higgins Ind. Inc.	88.5	3.0	8/1/39	-	6/10/39	175	12/2/39	7/1/40(a)
PT6	Higgins Ind. Inc.	40.0	20.0	5/15/40	-	6/10/39	-	8/26/40	8/28/40(a)
PT7	Philadelphia	33.2	11.7	8/29/39	-	-	-	-	10/1/40
PT8	Philadelphia	75.4	7.4	12/29/39	-	-	-	-	7/1/40
PT10 to 20:	E. B. Co. Elco Wks.	9.7 *	2.6	-	-	12/13/39	300	10/8/40	10/22/40(c)
: : : : : : : : : : (c) :									

- (a) These vessels delayed due to late engine deliveries.
- (c) First vessel only, balance scheduled for delivery at uniform intervals thereafter.
- (d) Delivery date delayed due to construction of replacement boat.
- * Estimated completion for class.

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DOD DIR. 5200.9 (9/27/58)

Date- 2-18-59

Signature- Paul L. Speier

PSF
Newy

THE ASSISTANT SECRETARY OF THE NAVY
WASHINGTON

15 June 1940

MEMORANDUM FOR THE PRESIDENT.

There is transmitted, herewith, for your advance information, pending the enactment of legislation authorizing negotiation of contracts, the following summary of preliminary negotiations, which have been conducted by the Navy Department, with private interests, for the construction of naval vessels. The summary also indicates the proposed allocations of vessels to U. S. Navy Yards for construction:-

AIRCRAFT CARRIERS, 26,500 tons: Plans to be developed by Newport News Shipbuilding and Dry Dock Company.

3 tentatively negotiated with Newport News Co. at \$48,100,000 each
1 proposed to be allocated to Norfolk Navy Yard

SUBMARINES: Plans to be developed by Electric Boat Company

13 tentatively negotiated with Electric Boat Company (exclusive of propulsion machinery) at 2,857,000 each
5 proposed to be allocated to Portsmouth Navy Yard
4 proposed to be allocated to Mare Island Navy Yard

HEAVY CRUISERS, 13,000 tons, 8" guns: Plans to be developed by Bethlehem Steel Company

4 tentatively negotiated with Bethlehem Steel Company at 23,900,000 each

LIGHT CRUISERS, 10,000 tons, 6" guns: Plans to be developed by New York Shipbuilding Corporation

3 tentatively negotiated with New York Ship at 19,071,700 each
4 tentatively negotiated with Bethlehem Steel Company at 18,795,000 each
2 tentatively negotiated with Newport News S.B. & D.D. Company at 19,700,000 each

15 June 1940

DESTROYERS:

(DD437 class, 1700 tons)

2 tentatively negotiated with Federal Shipbuilding and
Dry Dock Company at \$ 5,277,000 each

(DD421 class, 1700 tons)

2 tentatively negotiated with Bethlehem Steel
Company (Union Iron Works Plant) at 6,048,000 each

(2100-ton, new design) Plans to be developed by Federal
Shipbuilding & Dry Dock Company.

6 tentatively negotiated with Bath Iron Works at 6,800,000 each

6 tentatively negotiated with Federal Ship. at 7,318,500 each

2 tentatively negotiated with Bethlehem Steel
Company (Staten Island Plant) at 7,520,000 each

5 proposed to be allocated to Boston Navy Yard

3 proposed to be allocated to Charleston Navy Yard

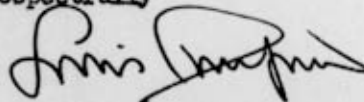
2 proposed to be allocated to Puget Sound Navy Yard

(Advanced design, 1 with 1200 pounds steam, 1 with Diesel
engines) Plans to be developed by Federal Shipbuilding
and Dry Dock Company.

2 tentatively negotiated with Federal Ship at 8,500,000 each

The object in providing you with this advance information, is to save all the
time possible, upon the enactment of the pending enabling legislation. Identical
memoranda are being addressed to Mr. Knudsen and Mr. Morgenthau.

Respectfully



In reply refer to Initials
and No.

*file
confidential
navy*

PSF Navy

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

~~CONFIDENTIAL~~

18 June 1940

MEMORANDUM FOR THE PRESIDENT

The enclosed is a despatch I propose to send tonight. I have been on the Hill all day or I would have taken this up with you this morning.

Without having all the facts which you have at your disposal we still feel over here that a major portion of the Fleet should be making a real move rather than a feint toward the Canal and the Atlantic.

The timing of a real move may be very important. Over here we all feel that the psychological time is present and particularly are we anxious to do it before any possible move of Japan to the southward. Mr. Welles felt strongly as I did but of course this was prior to his conversation with Mr. Hull.

The only reason I bother you further with this is that if the Fleet does make a feint and it is two or three days away and you then want them to really go it might be necessary to return to Pearl Harbor for fuel and squaring away.

I will give you a ring to get your directive as it may be just possible you may not want to make this move at this time but rather to keep the Fleet ready to depart on short notice.

FDR

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DOD DIR. 5200.9 (9/27/58)

Date- 2-27-59

Signature- *Carl L. Spier*

~~Confidential~~

PROPOSED DESPATCH

Reliable sources persistently report any movement in force by major fleet units toward Atlantic will occasion extensive sabotage in Canal X Army there informed and in an alert status X Desire you make test at an early date by having a major portion of the Fleet in company put to sea without previous announcement but you arranging for leak to effect that probable destination is Canal and this quote is not denied by authorities unquote X Initial Fleet courses as if for Canal maintaining unknown whereabouts and radio silence for a couple of days exercising at your discretion then return Hawaiian areas after four or five days at sea

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DOD DIR. 5200.9 (9/27/58)

Date- 2 - 27 - 59

Signature- Carl L. Spicer

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Navy

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THE ASSISTANT SECRETARY OF THE NAVY
WASHINGTON

18 June 1940

MEMORANDUM TO THE PRESIDENT

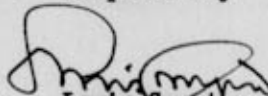
It has just come to my attention that a clause has been added to H.R. 9822 (the so-called "Speed Up" Bill) which contemplates lowering the profit ceiling from ten percent to seven percent. This Bill containing the clause was reported out by the Senate Naval Affairs Committee on Monday, 17 June, having passed the House without the seven percent clause.

I thought you should be advised of this, in view of the fact that on 12 June, immediately upon notification of your signing the Naval Appropriation Bill, I made awards of contracts to private shipbuilders and allocations to Navy Yards, for twenty-two vessels amounting to \$327,000,000. Competitive bids were taken for the vessels to be constructed in private yards prior to the formal passage and approval of the Appropriation Bill, in order to save as much building time as possible. The contracts for these vessels were awarded to the lowest responsible bidders, and provided for a ten percent profit ceiling in accordance with existing law.

Although the formal contract documents have not actually been executed, awards were made by despatch immediately after the approval of the Appropriation Act, so there exists a very definite moral, if not a legal, obligation to permit the execution of these contracts under the legal conditions in effect at the time the contractors prepared their bids.

As it may be the intent of Congress to have these vessels, as well as the vessels scheduled for negotiated contracts, constructed under the seven percent clause now pending, I thought you should be fully informed of the foregoing situation.

Respectfully


Lewis Compton

P.S. I now find that H.R. 9822 has been withdrawn from the Senate Calendar and that hearings will be held on the profit limiting clause commencing tomorrow morning at 10:30 A.M. I also find that the preliminary negotiations for forty-nine vessels, which were outlined to you in my memorandum of 15 June, were also negotiated on the basis of the existing ten percent law, therefore, if the profit ceiling is now reduced these negotiations will all have to be reopened with the consequent loss of the time now already saved.

It is my considered opinion and that of my advisors in the Navy Department, that any attempt to lower the profit ceiling at this time would tend greatly to upset industry, upon whom so much depends for the acceleration of our program of national defense.

Your permission is requested to oppose the reduction of profit from ten percent to seven percent as an amendment to H.R. 9822 in order that I may give the witnesses a statement of policy concerning the Department's position in this matter.

Lewis Compton

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

18 June 1940

MEMORANDUM FOR THE PRESIDENT

I went up on the Hill this morning with the figure I gave you yesterday afternoon, namely; 1,245,000 tons of combatant ships and 100,000 tons of auxiliaries.

The Committee boosted the combatant ship figure to 1,320,000 tons. The Committee also will put in an amendment for a 25 million dollar authorization for small craft which you requested me to get in the bill.

I also gave the Committee the figure of \$175,000,000 which you okayed as the amount of money we would request for the fiscal year 1941 for this bill (including facilities) if it passed.

Mr. Vinson asked me to ask you if you would drop him a line stating that the bill has your approval and is in accordance with your financial policy and which he would consider as Budget approval. He proposes to pass the bill Thursday. On a separate sheet is appended a breakdown. The number of ships indicated was not given to the Committee. Mr. Vinson did, however, ask that an approximate overall total number of ships be indicated and I gave him the figure of 200.

Betty

Date: 2-27-57

Signature: *Carl S. Spear*

*file
personal*

PSF
nam
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~~CONFIDENTIAL~~

<u>Approximate Number</u>	<u>Type</u>	<u>Tonnage</u>
7	capital ships	385,000
7	aircraft carriers	200,000
29	cruisers	420,000
115	destroyers	250,000
<u>43</u>	submarines	<u>70,000</u>
201	Total combatant ships	1,250,000

NOTE: The bill will carry a provision authorizing a 30% shift in tonnages on any item at the discretion of the President; the overall tonnage not to be exceeded.

It is proposed not to use any of the above capital ship tonnage in fiscal 1941. It is proposed, however, to do considerable in the way of increased ordnance facilities (gun and armor) as well as shipbuilding facilities. I stated that it might be necessary to construct a new gun factory well back from the seaboard, and also to increase armor output by additions to South Charleston or otherwise but that the Department would prefer to have the question as to what form the increased facilities should take left to the discretion of the President or the Secretary. This would leave our hands free.

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DOD DIR. 5200.9 (9/27/58)

Date- 2-27-59

Signature- Carl I. Spicer

THE ASSISTANT SECRETARY OF THE NAVY
WASHINGTON

19 June 1940

MEMORANDUM FOR: THE PRESIDENT.

Coastal Motor Torpedo Boat (PT9), built by Scott-Paine in England and used as a prototype by Electric Launch Company, has been delivered to the Navy and is now at the Washington Navy Yard.

Twenty-three similar boats, with Packard engines, are under contract to be built for the Navy by the Electric Launch Company, - twelve as Subchasers (PTC1-12) and eleven as Motor Torpedo Boats (PT10-20). Eleven boats are now actually under construction at Bayonne. First of these boats was expected to be delivered to Navy, 1 August, and one per week thereafter.

Twenty boats having been released to the contractor for re-sale to the Anglo-French Purchasing Board, delivery of the first boat under our modified contract may be expected in January, and thereafter weekly. (This assumes no interference on account of "Packard" engine deliveries.)

Electric Launch Company is required by modified contract to include improvements in design and offensive capacity (4 - 21" torpedo tubes instead of 4 - 18" tubes for Motor Torpedo Boats.

Experimental Program.

Subchaser PC450 has been delivered, outfitted, and is on shake-down cruise. PC449 now ready for trials. PC451 nearing completion; will be delivered probably in July. PC452 will not be delivered before spring.

Motor Torpedo Boats PT3 and 4 completed trials and underway to Norfolk for outfitting.

PT1&2 awaiting engines; will be delivered by September.

PT5&6 will be delivered in August and September (first PT6 was released for re-sale to Finland).

PT8 will be completed in August (aluminum hull).

PT7 will be completed in September.

All above dates contingent on present expectation for engine deliveries.

P.S. Release of these boats plus other orders from England and Canada will tend to accelerate engine production as well as hulls.

Lewis Compton
LEWIS COMPTON.

File
Personal
Confidential
75F Navy
16/10/40
10/10/40

20 June 1940

*File
Preserved
Confidential*

My dear Mr. Chairman:

The construction of thirty-six experimental motor torpedo boats and submarine chasers was undertaken by the Navy Department as follows:

In the Fall of 1939, as a result of design competition between American designers, including the Bureau of the Navy Department, twelve boats of various designs and sizes from 59 feet to 170 feet were constructed for by the Navy Department.

In addition, there was awarded a contract to the Electric Boat Company for the construction of twenty-four boats 70 feet in length, patterned after a British designed boat, which had been operated abroad. The manufacturer at his own expense erected a new plant for the construction of these boats at a cost of \$700,000. Under this contract one motor torpedo boat, built by Scott-Paine in England and used as a prototype by the Electric Boat Company, has been delivered to the Navy and is now at the Washington Navy Yard. Eleven of the remaining boats are now actually under construction and the first of these boats is expected to be delivered to the Navy on August 1, 1940 and one per week thereafter. Deferred deliveries having been accepted by the Navy Department, delivery of the first boat under the modified contract is expected to be on January 1, 1941, and thereafter weekly, assuming there will be no delay because of engine deliveries.

As for the remainder of the experimental program, subchasser PC450, 110 feet, has been delivered, outfitted except on its shakedown cruise. Subchasser PC449, 110 feet, is now ready for trials. Subchasser PC491, 170 feet, is nearing completion and will probably be delivered in July. Subchasser PC453 will not be delivered until the Spring of 1941. Motor torpedo boats PT 3 and 4, 59 feet, have completed trials and are underway to Norfolk for outfitting. Motor torpedo boats PT 1 and 2, 59 feet, are awaiting engines and will be delivered in September. Motor torpedo boats PT 5 and 6, 59 feet, will be delivered in August and September. Motor torpedo boat PT 8, 81 feet, will be completed in August and motor torpedo boat PT 7, 81 feet, will be completed in September. All of the above dates, however, are contingent upon the present expectation for engine deliveries.

The objectives of the experimental small boat program are:

- (a) The development of suitable types.
- (b) The development of rapid production methods.
- (c) The development of tactical uses for these boats.
- (d) Training of personnel.

When the Navy Department learned that by accepting deferred deliveries of twenty of the Elico boats as a change under the contract it was able to obtain a far superior boat, the Department agreed to accept these later deliveries, so that the manufacturer in turn could dispose of these earlier boats to anyone he chose. That phase of the transaction is solely a matter between the manufacturer and the prospective purchaser.

The advantages of accepting deferred deliveries are:

- (1) The Navy will receive boats which will carry 21" torpedo tubes instead of 18" tubes. The larger torpedoes have a warhead of about double the weight of that carried by the smaller weapon, thus doubling the fire power. The range of 21" torpedoes is double that of the 18" torpedoes and the speed of the larger torpedoes is considerably greater.
- (2) The production, not only of hulls, but of engines will be accelerated, the production of engines being the bottle neck in the small boat building program exactly as they are in the case of aircraft production.
- (3) By accepting deferred deliveries, the Navy Department will be able to effect betterments and improvements in hull design and engine performance.

The action taken by the Navy Department was not unprofitable. It was taken to obtain later and better models in accordance with the objectives sought in the experimental program.

The Navy Department under its original contracts will still receive twelve American designed boats of various designs and sizes, and four British designed boats, all of which will be subjected to experiments and tests as originally scheduled. It is the intention of the Navy Department, upon the conclusion of these experiments and tests, to select the most suitable of the boats for quantity production. It must be remembered that all of the boats involved in the small boat program are purely experimental.

Sincerely yours

Honorable Carl Vinson
Chairman

Lewis Compton

Naval Affairs Committee
House of Representatives

RDJ:EM

FOR THE PRESS

IMMEDIATE RELEASE

June 24, 1940.

The President today authorized the Navy Department to put an end to pending negotiations with the Electric Boat Company by which the Department would have accepted deferred delivery on twenty experimental motor torpedo boats -- boats which the British Government wanted to purchase and which, if the negotiations had been successfully concluded, the Electric Boat Company would have sold to the British.

The President's decision putting a stop to the negotiations, however, was reached by him as soon as he received an informal opinion prepared by the Attorney General. In this opinion, the Attorney General advised the President that the sale and delivery of motor torpedo boats by an American builder to a belligerent government "would seem to be prohibited by section 3 of Title V of the Act of June 15, 1917," which provides:

"During a war in which the United States is a neutral nation it shall be unlawful to send out of the jurisdiction of the United States any vessel built *** as a vessel of war *** with any intent or under any agreement *** that such vessel shall be delivered to a belligerent nation *** or with reasonable cause to believe that the said vessel shall or will be employed in the service of any such belligerent nation after its departure from the jurisdiction of the United States."

Lewis Compton, Acting Secretary of the Navy, also gave the President today a memorandum in which he set forth five military advantages the Navy would have received if the proposed sale of the torpedo boats had been possible under the law. Military advantages to the Navy, the Acting Secretary said, included the following:

- (1) The Navy would receive boats which will carry 21" standard United States Navy torpedoes instead of 18" torpedoes - a type of weapon obsolete in the U. S. Navy and not now in production and with only a limited supply on hand. The 21" torpedoes have a war-head of about double the weight of that carried by the smaller weapon thus doubling the fire power. The range of the larger torpedoes is double that of the smaller ones and the speed of the 21" weapon is considerably greater than the 18" torpedo.
- (2) By accepting deferred deliveries and reordering, the production not only of hulls but of engines will be accelerated, the production of engines being the bottle neck in a small boat building program exactly as they are in the case of aircraft production.
- (3) The Navy Department would be able to effect betterments and improvements both in hull design and engine performance.
- (4) No appreciable amount of time would be lost because during the six months it would take to construct the replacement boats the Navy would be engaged in running competitive tests on the English and American designed boats in order to determine an ultimate type for mass production. It would also require this length of time to develop tactical uses and doctrine as well as for the training of personnel.
- (5) Due to the fact that the 18" torpedo is obsolete in the U. S. Navy and due to the further fact that there is a limited supply of this type of weapon on hand, it would be necessary, if we retained the boats with the 18" torpedo tubes, to retool up our already over-loaded sources of supply for the standard 21" torpedo in order to manufacture reserve supplies of the 18" weapon."

PS: Navy
11/27

Acting Secretary Compton said, in view of the Attorney General's opinion, the Navy Department had requested the President's authority to stop pending negotiations with the Electric Boat Company. He declared, however, that the original action of the Navy Department, acceding to the request that the Navy accept deferred deliveries on the boats, "was in no way surreptitious and was predicated entirely on what was considered to be, by those competent to judge, to the military advantage of the United States Navy." Had it been possible under the law to carry out the original proposal, Mr. Compton insisted the "original objectives sought in the experimental small boat program" in no way would have been impaired.

The President concurred in the Attorney General's opinion.

- - - - -

THE WHITE HOUSE
WASHINGTON

file
may 1

June 21, 1940.

MEMORANDUM FOR

THE PRESIDENT

Personally I think the nominations of Admiral Robinson and Admiral Van Keuren are most satisfactory. Admiral Stark and Mr. Compton agree and this information was sent to the President today, via telephone, through Mr. Forster.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN

THE WHITE HOUSE
WASHINGTON

June 21, 1940.

~~CONFIDENTIAL~~

MEMORANDUM FOR DAN CALLAGHAN:

Confidentially, what do you think? If you and Admiral Stark and Secretary Compton all agree, send the nominations up to Hyde Park.

F.D.R.

THE SECRETARY OF THE NAVY
WASHINGTON

MEMORANDUM FOR THE PRESIDENT

It is recommended that when you sign the Bill creating the new Bureau of Ships in the Navy Department that you send up the nomination for the new Chief of that Bureau, and also confirm the appointment of the Assistant Chief.

It is recommended that Rear Admiral S.M. Robinson, U.S.N., be nominated as Chief of that Bureau, and that Rear Admiral A.H. Van Keuren, U.S.N., be appointed as Assistant Chief of the Bureau.

This suggestion is made because it is deemed to be undesirable to leave this new Bureau without its heads even temporarily on account of the importance of shipbuilding at this time.

Charles Edison

THE WHITE HOUSE
WASHINGTON

June 24, 1940.

MEMORANDUM FOR

THE PRESIDENT

The attached study shows the situation with respect to docks and bases available in the General Indian Ocean area.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN

T3F Navy

*File
Presidential
Confidential
Navy*

FSF Navy

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

[6-24-40]

MEMORANDUM FOR THE PRESIDENT:

LIST OF DRYDOCKS AND MARINE RAILWAYS IN THE
EASTERN MEDITERRANEAN, THE LEVANT, MADAGASCAR
AND THE WESTERN PORTION OF THE INDIAN OCEAN.

<u>Country and Name</u>	<u>Length of Dock</u>	<u>Width of Dock</u>	<u>Depth over Sill</u>
<u>Egypt:</u>			
Alexandria Steel Floating DD	960'	170'	70'6"
Alexandria Drydock	520'	64'	22'
Port Said Steel Floating Dock	295'	61'	18'
Suez - Ismail Drydock	483'3"	73'6"	23'
<u>Mozambique (Port):</u>			
Delagoa Bay	262'6"	44'6"	11'9"
<u>Union of South Africa:</u>			
Capetown (Robinson DD)	500'	65'9"	26'
Simonstown (Selborne Dock)	740'	94'	35'3"
(The above dimensions as a single dock - can be used as two docks, outer and inner)			
Outer	470'9"	94'	35'3"
Inner	240'	94'5"	35'3"
<u>Natal (Durban) DD</u>			
	1150'	110'	41'
(Has two compartments: outer, 678'; inner, 450'. Available for vessels drawing up to 30')			
Durban Steel Floating Dock	350'	63'1"	17'6"
<u>Madagascar:</u>			
Diego Suarez	636'5"	82'	37'6"

<u>Country and Name</u>	<u>Length of Dock</u>	<u>Width of Dock</u>	<u>Depth over Sill</u>
<u>Mauritius Island:</u>			
Port Louis (Stevenson DD)	425'	52'	15'
<u>India:</u>			
Bombay (Hughes DD)	998'	100'	34'6"
(Can be used as two docks)			
Merewether DD	500'	65'6"	24'11"
Ritchie Graving Dock	489'8"	66'5"	18'3"
Lower Bombay Dock	256'	51'9"	16'1"
Duncan Dock	604'1"	60'	23'7"
<u>Ceylon:</u>			
Colombo outer Graving Dock	716'9"	85'	32'
inner Graving Dock	365'9"	54'	22'

This survey indicates that there is one dock at Alexandria, one at Durban in Natal, one at Simonstown in South Africa, one at Bombay and, possibly, one in Colombo that can accommodate capital ships.

In reply refer to No.

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

*file
personal
navy*
B.F. Navy

25 June 1940

Distribution of the French Fleet by Ports

* Based on pre-war assignments and later incomplete and unverified reports.

<u>BREST</u>	<u>CHERBOURG</u>	<u>TOULON</u>	<u>BIZERTA</u>	<u>ORAN</u>
5 CL	3 DD	3 BB	1 DL	2 BB
10 DL	12 SS	2 OBB	3 DD	
10 DD	2 PG	3 CA	17 SS	
16 SS	1 CM	2 CL	2 PG	
10 PG	1 AGS	1 CV	1 AM	
		17 DL	1 AGS	
		13 DD		
		26 SS		
		5 PG		
<u>CASABLANCA</u>	<u>DAKAR</u>	<u>MARTINIQUE</u>	<u>HALIFAX</u>	
1 DD	3 CA	1 CL	1 CL	
	1 PG	2 SS	1 CL (dep. 11 June)	
		1 AS	1 CV	
			1 PG	
<u>Enroute CASABLANCA</u>	<u>Enroute DAKAR</u>	<u>PLYMOUTH</u>	<u>PORTSMOUTH</u>	
1 BB	1 BB	1 BB	1 BB	
<u>ATLANTIC STATION</u>	<u>SAIGON</u>	<u>SHANGHAI</u>	<u>ILES MARQUESAS</u>	
2 PG	1 SS	1 CA		
	1 PG	1 CL		
	5 PR	5 PG		
	3 AGS	2 PR		
		1 PR (at Chungking)		
<u>LORIENT</u>	<u>DJIBOUTI</u>	<u>LEVANT</u>		
1 PG	1 PG	1 PG		

** According to report received this date from N.A. London Flag of French C-in-C Mediterranean is with Flag British C-in-C Mediterranean.

*file
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*241 13F
Navy*

THE WHITE HOUSE
WASHINGTON

6-28-40

June 28, 1940

MEMORANDUM FOR THE PRESIDENT:

Admiral Stark phoned me at
4:35 p.m. that he has good reason to
believe that the French airplane
carrier "BERN" is in Martinique.

E.M.W.

E.M.W.

THE WHITE HOUSE
WASHINGTON

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PSF
Navy

~~CONFIDENTIAL~~

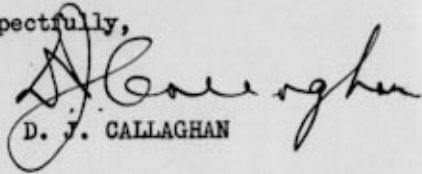
June 28, 1940.

file →

MEMORANDUM FOR
THE PRESIDENT

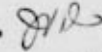
This is interesting in view of our own
Fleet movements.

Respectfully,


D. J. CALLAGHAN

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DOD DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- 

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1000 20 1000
REVISIONS
AND RUMBLE HOUSE

NAVAL DISPATCH
NAVY DEPARTMENT

FROM: COM 16 271340CR568

DATE: 28 JUNE 1948

TO: CINCAF

PRECEDENCE: NITE

INFO: ~~XX~~ PASSED BY CINAF TO CINCUS OPNAV COM 14 TOR CODE ROOM: 0625
FOR ACTION

RELEASE:

THE SECOND JAPANESE FLEET IS NEAR SAIPAN OR YAP.
ONE CARRIER AND EIGHTEEN CRUISERS ARE NEAR PALAU AT
MANEUVERS LANDING MARINES.

THE REASON FOR THE PRESENCE OF THE ABOVE IS TO PREVENT
UNITED STATES NAVY FROM LENDING SUPPORT TO THE INDIES.

THIS INFORMATION WAS RECEIVED FROM THE DUTCH INTELLIGENCE
AT BATAVIA BY WAY OF THE BRITISH IN MANILA.

Franklin D. Roosevelt Library

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DDO DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- *[Handwritten Signature]*

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13.....ACTION

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CONFIDENTIAL

NOTE: AN REPLY TO THIS MESSAGE SHOULD BE PREPARED IN ACCORDANCE
WITH PARAGRAPH 66 OF THE "INSTRUCTIONS GOVERNING THE USE OF NAVAL
COMMUNICATION FACILITIES AT WASHINGTON D.C."

THE WHITE HOUSE
WASHINGTON

June 29, 1940.

MEMORANDUM FOR

THE CHIEF OF NAVAL OPERATIONS

In regard to USS WYOMING, I approve your recommendation that she be not re-militarized at a cost of \$9,642,000.

I suggest, however, that as you indicate, she still has six 12" guns and I think she would have value as a ship to cover landing operations.

I think that plans should be prepared for mounting a number of the smaller types of anti-aircraft guns. Used for appropriate limited purposes, she could probably be operated with a reduced crew.

F. D. R.

Handwritten: Navy
Docket

file

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

28 June 1940

MEMORANDUM FOR THE PRESIDENT

When the WYOMING was demilitarized in 1931 three of her six turrets were removed and their armor was disposed of. The conning tower and side armor were removed and the armor was disposed of. Some of this armor was used for test purposes at the Naval Proving Ground at Dahlgren, Virginia, and some was cut up and sold as scrap. The blisters also were removed.

To replace these items and complete other alterations which would be necessary to bring the WYOMING to a state of effectiveness equal to that now planned for her sister ship, the ARKANSAS, would take from two and one half to three years and would cost about \$8,642,000.00.

The WYOMING is serving a very useful purpose as a training ship at the present time. The need for such a ship will continue to exist in time of war.

In consideration of the above it is recommended that the WYOMING not be remilitarized.

*She still has 6-12" guns - and can
be used - We do now for
bombardment purposes - landing
force exercises etc.*

HRS.

175F Navy