

PSF

Navy Dept.

Mar. - Dec. 1938

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OFFICE OF CHIEF OF NAVAL OPERATIONS

PST
Navy

16 Mar. 38. 1

Memo for President:

Attached is a
description of the
British Anti-Aircraft
Ships, about which
you spoke to me.

Hudson

Confidential

MEMORANDUM

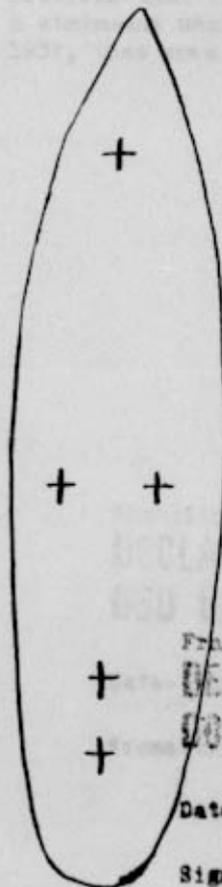
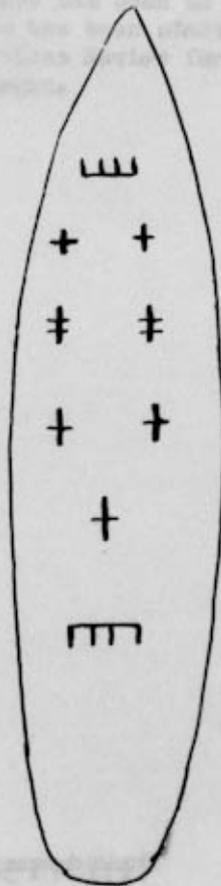
16 March, 1938.

SUBJECT: British Anti-Aircraft Ships.

Two British cruisers, H.M.S. COVENTRY and H.M.S. CURLEW, both built in the years 1916-1918 and armed at that time with five 6 inch guns, were converted during the latter part of 1935 to "anti-aircraft ships". These ships of 4,290 tons displacement, speed of 29 knots, and length of 425 feet, had their 6 inch guns replaced with a battery of ten 4 inch anti-aircraft guns, two 8-barrelled Mark M pompoms, and four 4-barrelled .5 inch anti-aircraft machine guns - all in all, a formidable anti-aircraft battery. These guns are on two levels, the main deck and one level higher, their distribution being as indicated on the sketches herewith:-

One level higher
than main deck.

Main Deck.



+ - 4-inch
anti-aircraft
gun

≡ - Mark M
pompom
(8 barrels)

≠ - 4-barrelled
.5 inch anti-
aircraft machine
gun

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DDI DIR. 5200.9 (9/27/88)

Date- 11-8-67

Signature- Carl J. Spicer

Confidential

~~Confidential~~

These guns are director controlled, having the latest director installation. There are two elevated anti-aircraft director control stations, one forward and one aft, and from observation at some distance one would assume that all required instruments are on a pivotted mount. No guns of this battery have distant control in the sense that they are mechanically or electrically trained or elevated from a distant control station, that is, they are trained and elevated by the gun's crew which follows pointers actuated according to the well-known director firing system.

During the crisis following the Italo-Ethiopian conflict, the two anti-aircraft ships were sent to the Mediterranean and remained there from February to September, 1936. More recently they have been maintained at reduced complements at Home Ports. It is believed that the British look upon these special vessels primarily as base defense vessels rather than as components of the mobile fleet.

In December, 1936, the British Government notified the signatories of the London Naval Treaty of 1930 that national requirements necessitated the retention of the cruisers GARDIFF, CERES, CALEDON, CALYPSO, and CARADOC, but that these ships would be converted into anti-aircraft ships and maintained for a maximum of five years' peace service. To date there has been no information received that the conversion of these ships has been started although a statement was noted in the United Services Review for 12 August, 1937, that work on H.M.S. CERES was about to begin.

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DDO DIR 5200.P (9/27/88)

Date- 11-8-63

Signature- Carl S. Spicer

~~Confidential~~

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

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Navy
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~~Confidential~~

18 March 1938

MEMORANDUM FOR THE PRESIDENT

My dear Mr. President:

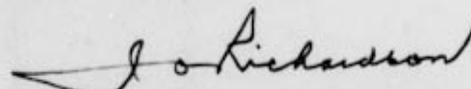
Complying with your memorandum of March 17th, and after consultation with the State Department, the destroyer Mugford has been sent from Guantanamo Bay, Cuba, to Samana Bay, Dominican Republic.

The Mugford left Guantanamo at 12:30 a.m., March 18th, and is expected to arrive at Samana Bay not later than the early morning of March 19th.

The Navy Department has instructed the Mugford to remain at Samana Bay until further orders, reporting by radio the presence and movements of foreign men-of-war in that area.

The Commanding Officer of the Mugford is Lieutenant Commander James W. Whitfield.

Most respectfully,


Acting.

THE WHITE HOUSE
WASHINGTON

Edison
(1)

~~SECRET~~

March 21, 1938.

MEMORANDUM FOR
THE ASSISTANT SECRETARY OF THE NAVY

I am returning herewith the
enclosed secret report on battle-
ship plans.

F. D. R.

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BF

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DDO DIR. 5200.9 (9/27/58)

In reply refer to Initials
and No.

Date- 11-13-63

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

Signature- *Carl T. Spicer*

24 March 1938

My dear Mr. President:

In view of their possible bearing on current discussions of the Escalation Clause of the 1936 Treaty, I quote herewith for your information some inferences drawn by one of our officers from a recent conversation in Rome with a particularly well informed Italian Naval Officer of high rank and close contact with the Foreign Office:

"(1) He expressed the opinion that the Japanese are undoubtedly building, or intend to build, cruisers in excess of the Treaty Limits.

"(2) Italy desires, in the interests of good International Relations, particularly with the United States, to adhere to Treaty Limits, as evidenced by her action with regard to the ROMA and IMPERO. However, if Italy departs from Treaty Limits, I am of the opinion it will be in the cruiser class, which matter is apparently now under consideration, with a keen interest indicated regarding our policy.

"(3) He expressed the opinion that undoubtedly Japan is building battleships in excess of Treaty Limits and that he thought they might be about 2000 tons less than the 46,000 tons he had previously indicated.

~~Confidential~~

"(4) Among a well informed group of Italian Naval Officers there is a strong desire for a Fleet Air Arm, but they see no hope of accomplishing it in the near future. They recognize it as a great weakness of the Italian Fleet, particularly outside the Mediterranean, and the further the Fleet advances from metropolitan Italy.

"(5) Scepticism regarding Japan's ability to design radically new vessels, particularly with 18" guns.

"(6) Majority Italian opinion was stated "to agree with British opinion that 16" guns are preferable to 18" guns which would have insufficient advantage over guns of smaller calibre which could maintain the same volume of fire"; and 18" guns present difficult problems of various kinds.

"(7) Great relief at the hopeful prospects of a settlement with Britain and the earnest sincere desire of the Duce for Peace. Strong emphasis on the necessity to Italy for peace due to her critical stringent financial position.

"(8) Recognition that neither Japan nor Italy can stand the financial pace of a Naval Expansion Race.

"(9) The necessity for a rapprochement in Italian-French relations which was stated to be an absolute necessity to supplement any Italo-British agreement that might be achieved. Difficulties mentioned were French desires for alliances with Czechoslovakia, Little Entente and Soviet Russia.

"I gathered the impression that U.S. Naval Strategy in the Pacific is a subject of keen interest, and the limitations of the Panama Canal regarding the size of battleships we could successfully

~~Confidential~~ appeared important to them. Some eagerness for accurate information on this point was evidenced.

"Looking back over my conversations with this officer during the past 20 months, his failure during today's conversation to deny in any form or degree the existence of any kind of commitments on the part of Italy under the Anti-Comintern Pact seems significant. The increasing delicacy and reticence in discussions of this subject arouse definite suspicions. I commented that the lack of assurance on this point from an Italian source was in marked contrast to our Chief of Naval Operations' denial of any existing written or verbal understanding with Britain and France.

"Another point which has not escaped the Italian Ministry of Marine is the marked superiority that would accrue to the United States if our Navy decided now to construct cruisers of tonnage in excess of the Treaty Limits, in the case of those cruisers authorized under the regular 1939 and the President's Special Supplementary Program. Such a decision would unquestionably exert a tremendous influence on Italy. He commented upon the timely opportunity afforded us in this respect with the new Vinson **Bill** Program.

"If the Italian Navy should have any opportunity to influence Japan's cruiser design, it is my opinion that they will advocate a type of very fast heavily gunned ship, such as a 35 knot vessel with sufficient protection against air bombs and torpedoes - perhaps a medium sized battle cruiser. Our lack of at least 30 knot heavy vessels impresses the Italians as a great weakness. In today's conversation it was admitted that Japanese cruisers of between

~~Italy or Japan?~~

16,000 and 20,000 tons, with 35 knots and heavier guns would be as much superior to the Treaty Cruisers as 40,000 to 46,000 ton battleships would be to 35,000 ton Treaty battleships. The definite opinion was expressed that Japan would build some such vessels.

"He very subtly inferred a lack of Italian knowledge regarding the new Japanese Building Program, which only served to strengthen my opinion that the Italian Ministry of Marine is well informed regarding the Japanese Program."

Most respectfully,

William D. Leahy

The President,
The White House.

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EOD 100.5200.8 (9/27/88)

Date- *11-13-63*

Signature- *Carl S. Spicer*

In reply refer to Initials
and No.

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NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

30 March 1938

MEMORANDUM FOR THE PRESIDENT

Referring to your memorandum of 28 March regarding activities of the German ships in Samana Bay, the Commanding Officer of the MUGFORD reports ^{by dispatch} as follows:

The MUGFORD arrived Samana Bay 7:30 p.m. 18 March, entered the Bay at daylight 19 March and found the German battleship Schlesien and the tanker Rudolph Albrecht anchored in Sanchez Roads. They reported having arrived at noon 18 March. The Schlesien is an old German battleship used as a training ship for Naval cadets. She was completed in 1908, displaces 13,040 tons, has a main battery of 4 - 11 inch guns, and a speed of 18 knots.

The Schlesien surveyed the harbor during her stay in Sanchez Roads.

On 22 March the Rudolph Albrecht fueled the Schlesien and then proceeded to sea.

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10-10-10

THE WHITE HOUSE
WASHINGTON

On 23 March the Schlesien proceeded from Sanchez Roads, anchored at the entrance of Samana Bay and received mail; she got underway at 6:30 p.m. the same day, reported destination Horta, Azores.

The MUGFORD submitted a written report, a copy of which will be forwarded to you when received.

William D. Leahy

Commanding Officer of USS MUGFORD
Reported in regard to activities
of the German ships in Samana
Bay.

USS MUGFORD
USS MUGFORD
USS MUGFORD
USS MUGFORD
USS MUGFORD

F. B. N.

Leahy

THE WHITE HOUSE
WASHINGTON

Warm Springs, Ga.,
March 28, 1938.

MEMORANDUM FOR

ADMIRAL LEAHY

Please let me know what
Commanding Officer of MUGFORD
reported in regard to activities
of the German ships in Samana
Bay.

F. D. R.

No papers accompanied memo.

PSF Navy

X18

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

24 March 1938

MEMORANDUM FOR THE PRESIDENT

With reference to your memorandum of March 17th re-
garding the visit of German ships to Samana Bay from
18 to 23 March, the Commanding Officer of the MUGFORD
reports that the German battleship Schlesien and oil
tanker Rudolph Albrecht departed from Samana Bay at
6:30 p.m. 23 March, destination of Schlesien reported
to be Horta, Azores.

The MUGFORD has been directed to proceed to Guantanamo
carrying out remainder of her shakedown cruise.

William D. Leahy -
X18-*

X18
X198
X198-A

THE WHITE HOUSE
WASHINGTON

Navy

CONFIDENTIAL

March 17, 1938.

MEMORANDUM FOR

THE UNDER SECRETARY OF STATE
THE CHIEF OF OPERATIONS

I note that German battleship
and transport will visit Samana Bay
March 18th to 23rd. Why not have an
American destroyer or some other
ship in Bay at same time? Please
expedite.

F. D. R.

BF
Navy.

April 4, 1938.

Memo for Sec. of State

In re- setting up standing liaison comm. of the
State, War and Navy Depts.

See--Hull folder-Drawer 1--1938

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*PSF
Navy*

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

5 April 1938 .

MEMORANDUM FOR THE PRESIDENT

In accordance with my memorandum of March 30th, I am enclosing herewith a copy of the report of the Commanding Officer of the USS MUGFORD regarding the visit of the two German ships to Samana Bay. A copy of this report has been sent to the State Department.

William Leahy -

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DOD DIR. 5200.9 (9/27/88)

Date- 11-8-63

Signature- *Carl L. Spicer*

COPY

~~CONFIDENTIAL~~

U.S.S. MUGFORD

Guantanamo Bay, Cuba,
25 March 1938

From: Commanding Officer.
To: Chief of Naval Operations.

SUBJECT: Visit to Sanchez, Dominican Republic - Report on.

Reference: (a) Navy Dept. (Coding Board) despatch 0017 2106
of March 1938.

Enclosure: (A) Copy of my letter serial 123 of 23 March 1938
(herewith) to the American Minister, Ciudad Trujillo, D.R.

1. In accordance with reference (a), MUGFORD departed Guantanamo Bay, Cuba, 0037, 18 March 1938, and proceeded at 20 knots to Samana Bay area, arriving off entrance to Samana Bay 1930, 18 March. Entered Samana Bay at daylight, 19 March, proceeding to anchorage at Sanchez Roads, and anchored at 1101, 19 March. Observed that the German Battleship SCHLESIIEN and German Oil Tanker RUDOLF ALBRECHT were anchored in Sanchez Roads.
2. Immediately after anchoring, Lieutenant Colonel C.A. McLaughlin of the Dominican National Army and four English-speaking members of his staff called officially and stated that they were the personal representatives of the President of the Dominican Republic and that they had been sent from the capital to do everything possible for the officers and crew of this vessel. They extended us a cordial welcome and offered us the full facilities at their command.
3. A boarding officer from the SCHLESIIEN called on board and a boarding officer was sent immediately from this vessel to return the call. At 1400, 19 March, this Commanding Officer called officially on the Commanding Officer of the SCHLESIIEN and then called officially on the officials of the city of Sanchez, accompanied by two officers of this vessel. We were met at the landing at Sanchez by the American Consular Agent and escorted to the City Clubhouse where we were officially met by Lieutenant Colonel McLaughlin, the Mayor of the city of Sanchez, and the leading citizens of the town. Lieutenant Colonel McLaughlin again welcomed us in the name of the President of the Dominican Republic and stated that he was there at the President's request to offer us all possible courtesies.
4. In the forenoon of 20 March 1938, a boat was placed at the disposal of the American Consular Agent and he called on board. At 1400, 20 March, the Commanding Officer of the SCHLESIIEN and his adjutant called officially. On the evening of 20 March, a reception and dance was given at the City Clubhouse in Sanchez, in honor of the officers of the MUGFORD. Invitations to this affair read "The President of the Dominican Republic requests the pleasure of your company at a dance to be given in honor of the Officers of the U.S.S. MUGFORD." The Captain of the SCHLESIIEN, accompanied by several of his officers, attended, as well as the Governor of the Province and all the leading citizens of the community.

5. At noon, 21 March 1938, Lieutenant Colonel McLaughlin, the personal representative of the President, and four officers of his staff were entertained at a luncheon on board this vessel. On the evening of 21 March, a dance was given at the Clubhouse in Sanchez by the city of Sanchez in honor of the officers of the SCHLESIIEN, and the Commanding Officer and four officers of this vessel attended.

6. On 22 March 1938, a luncheon was given on board the SCHLESIIEN by the Commanding Officer of that vessel in honor of the Commanding Officer of this vessel. This luncheon was attended by Lieutenant Colonel McLaughlin, the British Vice Consul, the German Consular Agent, the Mayor of Sanchez, and four officers of this vessel. Immediately after this luncheon we were escorted to the wardroom of the SCHLESIIEN and sound motion pictures were shown, in which were included the details of Italian Premier Mussolini's visit to Germany and the words of his entire speech. Also, a film was shown depicting the German Navy at anchor, in maneuvers, firing, drills, etc. It is understood that these movies have been shown for purposes of propaganda in all ports visited as various German officers stated they had seen the same movie many times. Only movies for educational purposes and propaganda are carried on board the SCHLESIIEN. From 1700 to 1900 the same day, a reception and dance was held on board the SCHLESIIEN for the citizens of the community. At the conclusion of this dance, German hymns and national airs were played.

7. This Commanding Officer desires to emphasize the apparent desire of the representatives of the Dominican Republic to firmly cement a more friendly tie between the Dominican Republic and the United States. This was indicated by their every word and action. It was very evident that these representatives were sent under orders to do everything possible for us and to strive to create a more friendly feeling with a view to removing any possible distrust or misunderstanding which might have existed, and that the good will of the United States Navy and its representatives was foremost in their minds. To this end, they extended themselves and did everything possible within the limited facilities available in this vicinity. The feeling of the citizens at Sanchez is predominantly pro-American and distrustful of the Germans. Our presence at Sanchez was very welcome and it is believed that we created a most friendly feeling. The MUGFORD is the first U.S. Navy ship that has visited the port in quite some time whereas German and French ships have been there almost yearly. At the official luncheon on board the SCHLESIIEN given in honor of the Commanding Officer of this vessel, the Mayor of Sanchez made a speech in Spanish which I did not understand but which was interpreted for me by one of my officers. In this speech, the Mayor declared that although the Dominicans liked, personally, the German people, their interest lay in "the Great Republic of the North," and that they must look to this Republic for their protection. (It is believed that this speech was quite inappropriate at the time.)

8. In the forenoon of 22 March 1938, the German Oil Tanker RUDOLF ALBRECHT got under way and went alongside the SCHLESIIEN; fueled and provisioned her, and then departed for sea.

9. At 1400, 23 March 1938, the SCHLESNIEN got under way and proceeded to the outer entrance of Samana Bay where she anchored, awaiting mail from the Dominican capital which was brought to her by a Dominican Coast Guard vessel. The SCHLESNIEN then got under way, at 1830, and proceeded to sea, destination reported as Horta, Azores.

10. During our stay at Sanchez, the movements and activities of the Germans were observed very closely. The SCHLESNIEN had on board, in addition to her regular crew, 180 Naval Cadets for instruction, and is on a six-months' cruise, having visited South American ports, Colon, Panama, etc. The many activities of the German personnel were observed and noted. Organized boating parties, sailing and rowing crews, were in the water from about 0400 to 2200 daily. It is believed that all parts of Samana Bay were thoroughly investigated by them. The Commanding Officer and other officers of the SCHLESNIEN went far inland, both by boat and on horseback. Organized walking parties were conducted ashore and the highest peaks were climbed. These activities were stated to be a part of the cadets' curriculum but it is believed that they were for other reasons as well, inasmuch as a number of these activities were carried on at unusual hours and under unusual circumstances.

11. The attitude of the German Commander to me and my officers was very pleasant and extremely cordial.

12. It is the opinion of the Commanding Officer from personal observation that the morale of the German Navy as typified by the personnel of the SCHLESNIEN is extremely high. The crew are young clean cut, and particularly alert. The officer corps is young, due to the expansion of the German Navy, one officer on board the SCHLESNIEN being a Lieutenant Commander at 28 years of age with the expectation of being a Commander within two years. This particular case illustrates the rapid promotion to be expected in an expanding Navy, and tends to a very high morale.

13. A radio watch was maintained during night hours in an attempt to intercept signals from the SCHLESNIEN on the higher frequencies, but without results. During daylight hours, several messages were intercepted on 430, 500, and 700 kcs. which when translated were found to be of routine nature.

14. Samana Bay affords ample and secure anchorage for a large fleet, with good holding ground, and is well protected except during this time of the year a moderate easterly wind springs up at about 1100 and lasts until about 1700 which makes boating for small ships rather difficult. The latter condition exists for about four months of the year; other months of the year a flat calm prevails nearly all the time.

/s/ J.W. Whitfield

PS F Navy

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DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON

29 April 1938

MEMORANDUM FOR THE PRESIDENT

Replying to your memorandum dated 25 April, 1938, in view of the fact that the Navy Department does not consider more Gunboats (either of the ERIE or of the China River types) necessary at the present time, I do not contemplate asking Congress for an appropriation of the exact amount of the indemnification for the building of a replacement vessel for the PANAY.

Furthermore, I am informed that a suitable seagoing gunboat even without "Battleship Equipment" can not be built at the present time in America for \$536,593.13 (cost of PANAY and equipment).

William D. Leahy -

navy-d-1

file personal

*PSF
Navy*

In reply refer to initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

10 June 1938

MEMORANDUM FOR THE PRESIDENT

Referring to your mention yesterday of Commander D.J.Callaghan, he was selected for promotion in December 1937, and will under existing law be promoted to the rank of Captain in June, 1939.

Commander Callaghan is now Operations Officer on the Staff of the Commander Cruisers of the Scouting Force. He has been at sea for two years and four months and is tentatively slated for command of one of the new Reserve Officers Training Corps Units, for which funds have been authorized in the 1939 Appropriation Act.

The Bureau of Navigation desired his services as Assistant Detail Officer, but he requested that he not be considered for that assignment as he did not wish duty in Washington.

He has an excellent record, is considered by his contemporaries one of the outstanding officers of his date, and he is available.

I believe he would make an excellent Aide and that he would be pleased with the appointment in spite of his very usual objection to duty in Washington.

Williams, Seahy-

NAVY DEPARTMENT
WASHINGTON

MEMORANDUM FOR THE PRESIDENT

(Naval Activities)

*file
confidential*
[July, 38]

OPERATIONS. Progress satisfactory. Fleet problem soon available. No necessity purchase fuel Trinidad except political reasons. Cruisers could be sent Buenos Aires after problem and rejoin fleet May; could continue through straits Magellan same expenditure fuel, International conditions permitting. Chief Naval Operations and Commander in Chief favor cruisers visit South American ports each year.

Preliminary budget indicates \$780,000,000 at least for Navy and building program 1940.

Consideration being given war reserve material not quickly obtainable outbreak of war. Law authorizing strategic materials may be amended or separate "war reserve" under revolving fund established.

SHIPBUILDING. Material being expedited, numerous changes curtailed, and additional facilities provided to meet and anticipate completion dates.

Status 23 combatant and 14 auxiliary ships provided 1939 appropriation bills: 4 destroyers, 3 fleet tugs, 3 submarines, to outside contractors; Navy Yard, Boston, 2 destroyers; Puget Sound, 1 destroyer, 2 seaplane tenders small, 2 harbor tugs; Portsmouth, 2 submarines; Mare Island, 1 submarine, 1 submarine tender; Norfolk, 2 mine sweepers; Charleston, 1 cruiser, 1 destroyer.

Battleship bids to be opened 5 October, destroyer and large seaplane tenders 21 September, light cruisers about 1 December. Preliminary study 10,000 ton aircraft carrier furnished General Board. Design data small experimental ships sent 100 applicants. Thus far 33 qualified for competition. Preliminary data to be submitted 3 September, final data about 10 weeks later.

Negotiations underway with Maritime Commission and submitted to Comptroller for transfer 3 tankers building for Standard Oil to be converted at Philadelphia in 9-12 months. Negotiations also with Maritime Commission for commercial ship suitable for mine layer.

Remaining bids this year's program will probably be from East Coast shipbuilders. Bids from West Coast and central States may be expected for future programs. Concern shown over suffering considerable loss if contracts for battleships are on fixed price basis which may result in such high bids to make it advisable for construction only two 35,000 ton ships this year and commencing two 45,000 ton ships July, 1939 when plans will be ready. Different forms of contracts are under study.

General approval received from Navy Yards on allocation of new vessels. Yard forces increased 1085 three months previous to July and increase of 1300 predicted for following three months. Forces totalled 46,355 - 1 July.

PUBLIC WORKS. Model Basin (\$3,500,000) should be completed six months prior to scheduled date. All emergency projects (\$36,029,000 P.W.A., \$15,000,000 W.P.A.) underway prior to 15 August 1938. Construction distributed to shipbuilding, hospitals, Marine Corps, housing, aviation, training stations, supply depots, ammunition depots. Projects 2d Deficiency Act (\$24,674,000) mainly for shipbuilding underway. Work under regular 1939 Naval Act (\$17,749,500) anticipated prior 1 January 1939, except Naval Hospital. Negotiations proceeding satisfactorily Rockville site.

Dry dock facilities West Coast and Hawaii under study. Cruiser dock (\$3,500,000) under construction Mare Island and battleship dock (\$4,500,000) Puget Sound to be contracted for about 1 September, 1938.

Authorization Bill, including projects, (\$27,500,000) which failed enactment last Congress under consideration.

AVIATION. Procurement of new and replacement planes under 1939 Bill and deliveries under 1938 Bill satisfactory.

\$10,000,000 W.P.A. and P.W.A. available for improvement of Air Station facilities, together with appropriation for Alameda provides essentials for the 2050 aircraft program (Vinson-Trammel Bill) as far as West Coast is concerned. Deficiencies will still exist East Coast, Pearl Harbor, Panama, Canal Zone, and Alaska. Hepburn Board to report on additional facilities, including increase of Naval Aircraft from 2050 to 3000 next July 15th.

Procurement of rigid airship held up pending decision of President. Chief of Bureau of Aeronautics favors airship capable of carrying planes and submits design of larger type than one previously discussed by President with Assistant Secretary.

ORDNANCE. Increased storage facilities provided by allotments under P.W.A., 2d Deficiency Act and W.P.A. totalling \$1,972,000 underway for Mare Island, Puget Sound, Hawthorne, Hingham, Iona Island, Lake Denmark, St. Juliens Creek. Additional facilities will still be required at Hawthorne, Oahu, Yorktown, Mare Island and Puget Sound.

Installation new automatic machinery, threat of opening Alexandria, and support of Administration in management of Torpedo Station, Newport, effected drop in prices of torpedoes since 1937 from \$12,000 to \$9,472. Further improvements underway.

Material stowed for other Departments and obsolete materials have been removed from Alexandria and new machinery equipment ordered. Many old machines were allotted to schools and colleges.

Naval Ordnance Plant, South Charleston, has been proposed for storage space for other departments. Some of it now so used. Leasing of part to manufacturing companies is recommended. Sale of property should be subject of careful investigation.

Improved mines capable of launching from torpedo tubes of submarines have been successfully tested.

Ordnance contracts totalling \$9,881,610 placed in 15 States since 1 July. Total in 22 States since 1 January 1938, \$47,778,160.

PSF Navy

7/1/38

MEMO FOR THE ACTING SECRETARY OF THE NAVY,
THE SECRETARY OF INTERIOR:

Will you please speak to me
about the procedure to be followed as
a result of the enactment of S 1131
relating to Naval Oil Reserves.

F. D. R.

THE SECRETARY OF DEFENSE
ATTN: THE POLICE DEPARTMENT OF THE DISTRICT OF COLUMBIA
40714

Handwritten: 1-1-36

Handwritten: File

MEM SPOKE TO THE PRESIDENT ABOUT IT AND
HE SAID HE HAD ALREADY DISCUSSED IT?

TELEGRAM

RV-C

The White House
Washington

Poughkeepsie, N.Y., June 29, 1938.

Memo for

R.F.

Will you find out from the Navy Dep't or the
Attorney General, or both, how Senate 1131 changes the law?

F. D. R.

1:09pm



Office of the Attorney General
Washington, D.C.

June 29, 1938

The President,

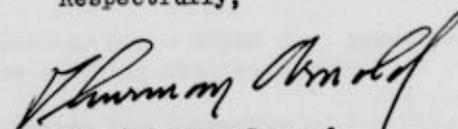
The White House.

My dear Mr. President:

Reference is made to the request of your Executive Clerk, Mr. Rudolph Forster, for an examination of S.1131 with a view to determining what changes it will effect in existing law.

I am enclosing herewith a memorandum on the subject, prepared by the Assistant Solicitor General, which sets forth these changes in some detail.

Respectfully,


Acting Attorney General.

PSF Navy

Department of Justice

Washington

June 29, 1938.

MEMORANDUM FOR THE ATTORNEY GENERAL

Re: S. 1131

Reference is made to the verbal request of Mr. Rudolph Forster, Executive Clerk to the President, for an examination of S. 1131 with the view to determining what changes it makes in existing law.

Under existing law the Secretary of the Navy has jurisdiction over all Government lands and leases within the naval petroleum reserves, with authority to conserve, develop, use and operate the same in his discretion, by contract, lease, or otherwise, and to use, store, exchange or sell the oil and gas products thereof and all royalty oil from lands in naval reserves for the benefit of the United States.

S. 1131 reenacts the existing law in this respect with the following additions and changes:

1. It makes the administration of the law by the Secretary of the Navy subject to the approval of the President.
2. It extends to other naval fuel reserves the applicable provisions of law covering the naval petroleum reserves.
3. It authorizes the Secretary of the Navy, with the approval of the President--

(a) To contract with owners and lessees of land within or adjoining such reserves for the conservation in the ground of oil and gas and for compensation for estimated drainage in lieu of drilling or operating off set wells;

(b) To exchange--(1) Government land in naval petroleum reserve numbered 1; (2) the right to royalty production from any of the naval petroleum reserves; and (3) the right to any moneys due the Government as a result of the wrongful extraction of petroleum products

from lands within petroleum reserve numbered 1 for privately-owned land or leases within the said petroleum reserve numbered 1.

(c) To acquire privately-owned lands or leases in naval petroleum reserve numbered 1 by purchase or condemnation with the approval of the President.

4. It terminates existing leases in naval petroleum reserves (excepting those leases which have become a part of an approved unit or cooperative plan and agreement) at the end of their initial twenty-year period by voiding the options in existing contracts under present law for extensions for successive periods of ten years, and authorizes the Secretary of the Navy to make new leases under such terms and conditions as he may prescribe, and provides that such new leases shall contain a provision authorizing the Secretary of the Navy, with the approval of the President, to alter or modify them from time to time with respect to the rate of prospecting and development on, and the quantity and rate of production from, the lands covered by such leases.

5. It vests in the Secretary the authority, with the approval of the President, to promulgate such rules and regulations as may be necessary for carrying out the act.

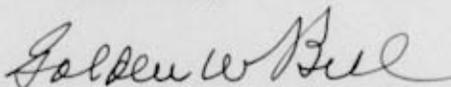
6. It authorizes the Secretary of the Navy to receive royalties due the Government in cash or in kind, as he shall elect.

7. It directs that all revenue accruing under the act should be deposited in the Treasury as miscellaneous receipts, except such as are expended under the provisions of the act for the purposes above mentioned.

8. It makes provision for cancellation by court proceedings of leases, should the lessee fail to comply with the lease, or with the provisions of the act, or of any regulations promulgated under it.

In addition to the above the bill provides for appropriation of such sums as may be necessary to carry out the provisions of the act.

Respectfully,



GOLDEN W. BELL,
Assistant Solicitor General.

L RP.

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON

June 29, 1938.

MEMORANDUM FOR MR. FOSTER.

Subject: The bill S. 1131 relating to the Naval Petroleum Reserves.

Under existing law the Secretary of the Navy may conserve, develop, use, and operate the Naval Petroleum Reserves and use, store, exchange or sell the products thereof. The bill S. 1131 would grant him additional authority, subject to approval by the President, to conserve the reserves by entering into agreements with operators on adjoining private lands, by exchanging Government lands in Reserve No. 1 for private lands in Reserve No. 1 so as to consolidate the Government's holdings, by acquiring privately owned lands in Reserve No. 1 by purchase or condemnation. The Secretary would, with the approval of the President, be authorized to use moneys due the Government as royalties from the reserves and due because of illegal extraction of oil and gas from Reserve No. 1 in the exchange or acquisition of lands within Reserve No. 1. Further, the bill S. 1131 would provide for the termination of existing leases in Reserve No. 1 at the end of their initial 20 year periods by voiding the options for renewal. It would forbid leases to foreigners whose governments do not grant reciprocal privileges to citizens of the United States. It would provide that royalties due the Government might be taken either in cash or in kind. Finally, it would provide for the cancellation of leases should a lessee fail to comply with the lease, the provisions of the Act, or of any regulations promulgated thereunder. The changes in existing law, therefore, are by way of amplification and definition of the powers provided by existing law to conserve, develop, use and operate the reserves. The changes have as their object the retention of oil in the ground.

File personal & confidential
RBF Navy

In reply refer to Initials and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

Op-38-LMJ
CONFIDENTIAL

7 July 1938.

Memorandum for the President

General Schedule of Fleet (fiscal 1939).

July 1938 Fleet Review in San Francisco 14 July. Battleships, cruisers and destroyers visit Alaska, Puget Sound ports, Columbia River (Portland) before and after Review.

August 1938 Rendezvous at San Francisco, Fleet Tactics enroute San Pedro, San Diego area, arriving that area 15 August.

The following ships engaged in Gunnery School - COLORADO, NEVADA, NEW ORLEANS, MINNEAPOLIS, TRENTON, MEMPHIS and Destroyer Squadron Three (6 DD). OKLAHOMA and 2 DD engaged in West Coast R. O. T. C. Cruises.

Aug. 15 - Dec. 30 San Pedro, San Diego area, engaged in Gunnery Exercises. Tactical period 7-10 November. Patrol wings engage in Minor Joint Army and Navy Air Exercises in different Naval Districts.

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Date- 4-7-59

Signature- *Carl L. Spicer*

Visits to Navy Day and Armistice Day ports. Selected units Base Force and Aircraft Scouting Force precede Fleet to Caribbean area, utility wing shift base to Guantanamo, selected units aircraft precede Fleet to Canal Zone, in December. Minecraft, Subron 4 and Patwing 2 (Pearl Harbor) furnish services Midway project as directed.

January 1939 Fleet departs San Pedro, San Diego area on 4 January 1939, arrives Canal Zone 12 January, transit completed during 13-18 January. Proceeds Guantanamo-Gonaives area, engages in gunnery until 12 February. One set of Canal Zone locks is to be overhauled while Fleet is on East Coast.

February 1939

Fleet Problem XX, which includes Fleet Landing Exercise No. 5 during period 13 February-5 March. Coastal Frontier Joint Air Exercise No. 6 on north Pacific Coast 13-19 February.

March

March 6-26; visits to West Indian ports, upkeep and miscellaneous. March 27-9 April; Gunnery (advanced practices), and inspections.

April - May

Enroute Hampton Roads 10-14 April. At Hampton Roads; upkeep and logistics 15-27 April. Concentrate for entry into New York on 29 April. At New York (Worlds Fair) 30 April-21 May. Enroute Canal Zone 22-28 May. Transit Canal 29 May-2 June. Coastal Frontier Joint Air Exercise No. 5 in New England area about 17-23 April. Battleships remaining on the West Coast participate with Fleet Marine Force in Minor Landing Exercises at San Clemente about 18 April-7 May.

June

Enroute San Pedro, San Diego area 3-14 June, upkeep 15-30 June.

July

At Worlds Fair San Francisco during 4th of July week.

Ships remaining on West Coast due to overhauls -

ARIZONA, OKLAHOMA, NEVADA, SARATOGA, VINCEMINNES, CHESTER, DETROIT, TRENTON and twelve destroyers.

New construction on East Coast scheduled to join Fleet after transiting Canal 18 January 1939 -

Aircraft carriers; YORKTOWN and ENTERPRISE.

Six inch, 10,000 ton cruisers; PHILADELPHIA - BROOKLYN - SAVANNAH and NASHVILLE.

W.D.L.

OPERATIONS

Problem Breakdown -

- 13-19 Feb - Reaching initial positions
- 20-27 Feb - Problem operations
- 28 Feb - 1 Mar - Fleet assembles Cuba
- 2-5 Mar - Reserve Time.

Fleet battle on 25-27 Feb (estimated)
dependent on contact by SCOUT and
ability of BLACK TO concentrate.

Vice Ad Andrews FORCES Ad Kalbfus

Black

6 BB
7 CA
6 CL
1 CV
33 DD
102 YP
1 AV
5 AVP
4 DD

White

6 BB
3 CV
7 CA
6 CL
27 DD
14 SS
UTAH (representing 3 XAP)

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Date- 4-7-59

Signature- *Carl S. Spicer*

PSF Navy

16 July 1938

FLEET SCHEDULE -- 3rd and 4th Quarters, Fiscal 1939

Leave San Pedro	-- 4 January
Arrive Canal Zone	-- 13 January
Transit Canal Zone	-- 13 - 16 January
Leave Canal Zone	-- 19 January
Arrive Guantanamo	-- 22 January
Gunnery	-- 23 January - 12 February
Fleet Problem Twenty	-- 13 February - 5 March
(Combined with Fleet Landing Exercise Number Five.)	
Visits West Indian Ports	-- 6 - 12 March
Upkeep	-- 13 - 26 March
Advanced Gunnery	-- 27 March - 2 April
D.C.P., etc.	-- 3 - 9 April
Enroute Guantanamo to	
Hampton Roads	-- 10 - 14 April
At Hampton Roads	-- 15 - 27 April
Enroute New York	-- 28 - 29 April
At New York	-- 30 April - 17 May
Enroute and at Hampton Roads	
and Canal Zone	-- 17 - 26 May
Transit Canal Zone	-- 29 May - 2 June
Enroute San Pedro -	
San Diego Area	-- 3 - 14 June
Upkeep San Diego -	
San Pedro Area	-- 15 - 30 June

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Navy

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N. Eng. 5

ADDRESS BUREAU OF ENGINEERING, NAVY DEPARTMENT
AND REFER TO NO.

Date- 11-30-69

Signature- J. D. Kelly

NAVY DEPARTMENT
BUREAU OF ENGINEERING
WASHINGTON, D.C.

ENCLOSURES

MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY:

Reference: Your memorandum of July 18, 1938.

In accordance with reference (a) the Engineer-in-Chief submits herewith a resume' of developments of the past six months in science and research.

HOMING DEVICES ✓

During this period reports from the Fleet have indicated that the rotating beacon developed by the Naval Research Laboratory gives exceptional promise. The range of this beacon is approximately 150 miles. Inasmuch as this rotating beacon operates in the superfrequency band (200 megacycles), the radio beams emanating therefrom are quasi-optical, requiring an airplane to increase altitude with distance in order to receive the signal. The equipment has been successfully tested on board the RANGER and the LEXINGTON and the pilots testing this equipment found the indications highly satisfactory and consider this development a much needed advance in aircraft carrier operations. Considerable work has been accomplished towards the reduction of the size of the Yagi antenna array to facilitate mounting in the superstructure of aircraft carriers. The problem is nearing completion and it is believed that service installations on aircraft carriers will be in order by next year and that all carriers will eventually be provided with a homing device which is highly satisfactory from a navigational and safety view point and which additionally provides a high degree of security.

RADIO CONTROLLED PLANES ✓

The Chief of the Bureau of Aeronautics has recently commended the Bureau of Engineering and the Naval Research Laboratory for the successful completion of the problem of providing completely radio controlled planes for target practice work. There are now 4 drones on the Pacific Coast. These planes take off and land by radio and they may be controlled from the ground or from another plane in the air. For the past six months

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Date- 11-30-64 YH/dep

the Naval Research Laboratory has been engaged in the development of equipment capable of indicating the air and engine speed of the drone to the control pilot by means of radio. Preliminary models of this repeat-back feature are now undergoing test.

INSTRUMENT LANDING ✓

The development of a suitable system, whereby patrol aircraft may affect a safe landing under conditions of zero visibility, was transferred to this Bureau from the Bureau of Aeronautics in July of 1937. This development is actively progressing, the actual tests being conducted by fleet aircraft. The aircraft equipment is now satisfactorily installed in a PBY type patrol plane, one of the Navy's long range patrol aircraft, and test landings are being made daily.

Sufficient aircraft equipments are now under contract to equip a complete squadron of these patrol planes to continue the tests. When test progress sufficiently to warrant service installation, plans call for equipments at Sitka, where flying conditions are notably bad, and later at Fleet Air Bases where patrol aircraft are based.

The ground equipment is carried in a truck, trailer and motor cycle and provides directions to the aircraft in three dimensions through a glide path, localizer course, and marker beacon.

USS DAHLGREN. ✓

The destroyer DAHLGREN is being equipped at Navy Yard, New York, with a high pressure, high temperature steam plant employing 1300 lbs. pressure at the superheater outlet and with total steam temperature of 910°F. This equipment is expected to show considerable savings in weight, space, and fuel consumption. The present propulsion machinery has been removed and necessary structural changes completed to accommodate the new machinery. The General Electric Company will be ready to ship the turbines in October, and the boiler tests at the Babcock & Wilcox Company plant will have been completed by that date. It is estimated that dock trials will be completed about January, and the ship ready for trials at sea in February.

It is noteworthy that this is the first attempt in the United States to apply the use of high pressure, high temperature steam to marine propulsion. The successful working out of this new design project by the Bureau of Engineering may well change the entire future trend of marine propelling machinery for merchant vessels as well as Naval ships.

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DDO CIR. 5200.9 (9/27/58)

DANGERS FROM SHORT CIRCUITS ON NEW BATTLESHIPS.

Date 11-30-69 J. W. Deigo

The growth in size of electric plants aboard ship has introduced a factor which must be given serious consideration in the design and lay-out of the switchboards and distribution system. This factor is the danger inherent from "short circuits", particularly from short circuit currents on the busses of the main switchboard.

The capacity of the electric plant is continuously growing and on the new battleship approaches the size equivalent to a small central station. For example, the Battleships 55 and 56 will have installed ship's service generators totaling 8,400 KW or 10,500 KVA. The danger from short circuits has been calculated to be in the neighborhood of 150,000 amperes with all generators in parallel about 75,000 amperes with half of the generators in parallel and 55,000 amperes with two of the 1563 KVA turbo generators in parallel. It became necessary to insure that all switches and breakers used on the switchboards be designed for high interrupting capacity. This pressing design problem was analytically studied for several months by the Electrical Section of the Bureau of Engineering, and after the careful consideration of many possible alternatives, a new and satisfactory arrangement was evolved. The present method of distribution has been modified by the installation of arc carbon breakers on the main switchboards, which feed power and lighting distribution panels or switchboards located in various parts of the ship. The power and lighting distribution panels in turn feed the various mains and submains throughout the ship.

This method of distribution developed by the Bureau is a departure from the standard marine system of distribution and results in reduction in size of the main distribution boards, a reduction in number of the main feeders, and greatly improved protection from short circuit currents which may develop at the main switchboard.

CRUISE OF THE USS SNAPPER ✓

The SNAPPER recently concluded a remarkable shakedown cruise. This ship is equipped with two direct connected General Motors Diesel engines and two engines of the same model connected to the propeller through electric drive. This is the second design of engine furnished by this corporation to the Navy for submarine propulsion. The last 1200 miles of a 12,000 mile shakedown cruise was run at a average speed in excess of 20 knots. Maintenance required during the entire cruise was negligible. The engines were in excellent condition on post trial examination. The contract speed for this vessel is 21 knots. The performance of the direct connected engines is also

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DOD DIR. 5200.9 (9/27/58)

Date- 11-30-69 *S. Day*

remarkable. These engines are the first engines connected to the propeller shaft of a submarine through reduction gears and hydraulic couplings. The performance of this vessel definitely proves that it is possible to direct connect a Diesel engine with the propeller shaft through reduction gears and hydraulic couplings and with no apprehension in regard to excessive torsional vibration.

OXYGEN IN BOILER FEED WATER ✓

The use of increased steam temperatures requires that extraordinary precautions be taken to prevent corrosion in boilers and boiler economizers. Without proper safeguards it has been estimated that the useful life of a boiler may be less than two years. It has been determined that no type of feed water treatment is effective unless the oxygen content of the feed water is maintained below a maximum concentration of 0.010 milliliter of oxygen per liter of water. Extensive tests have been made at the Engineering Experiment Station in order to provide apparatus suitable for accomplishing this desired high standard of deaeration. Up to the present time equipment available for this purpose has not been satisfactory for use on board ship, and the Bureau of Engineering has developed at the Engineering Experiment Station apparatus which not only accomplishes this purpose, but also results in a simplification of feed system apparatus and arrangement.

It also has been found necessary to make periodic measurements of oxygen content to determine the proper functioning of the oxygen removal apparatus. Present methods of measuring oxygen are not reliable as to accuracy and have the further disadvantage that they require laboratory facilities with cumbersome, complicated equipment. Previous methods of analysis have been shown to be in error and of questionable value. The development of suitable oxygen measuring apparatus for use on board ship has been undertaken by the Naval Research Laboratory. Except for minor design refinements, the development of a simple, accurate, and reliable oxygen determinator, practically automatic in operation, is well on the way to completion.

U.S.S. SOMERS ✓

During the final trials of the SOMERS the ship developed 55,000 SHP for a considerable period of time with a top power of 57,000 SHP. It was the Commanding Officer's intention to increase power to the maximum possible, but upon the request of the Board of Inspection and Survey the power was reduced to more nearly contract requirements. While the ship was designed for 52,000 SHP, the builders deliberately designed her

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Date: 11-20-69 *DW/Dege*

so that she could operate at total steam temperatures of 850°F, instead of 700°F as specified in the shipbuilding contract. Using these increased temperatures the ship is unquestionably capable of developing 60,000 SHP. No unusual machinery difficulties have been experienced to date in the operation of this new destroyer. The same excellent capabilities apply to the WARRINGTON, a sister ship of the SOMERS.

BOILER DEVELOPMENTS ✓

The investigation of improvements in Naval boilers has been actively pursued by the Bureau of Engineering in its various laboratories. These investigations include both forced and natural circulation boilers. In the field of forced circulation boilers the experimental unit at the Engineering Experiment Station has been under steam approximately 5000 hours, and a number of improvements have been made to this boiler as a result of this operation. There is also under test at the Naval Boiler Laboratory, a small forced circulation boiler of the once-through type which shows promise of being suitable for use in small high speed craft. This boiler has a top pressure of 1800 pounds per square inch and an outlet temperature of 940°F.

In the field of natural circulation boilers, particularly the superheat control boilers which have been recently tested at the Naval Boiler Laboratory, capacities 40% to 50% in excess of the full power design capacities have been obtained during the tests. These performances indicate that the natural circulation boilers can be operated at ratings considerably higher than those now being employed, and the Bureau is preparing specifications for the purchase of a natural circulation test boiler. This boiler will be designed so that investigation of the "end point" of natural circulation boilers is possible. It is believed that these tests will show that it is possible to safely design natural circulation boilers which are considerably smaller and lighter than those now being used for the same quantity of steam generated.

The advent of higher temperatures and pressures has made reliable operation of a spring type safety valve very difficult. The Bureau has sponsored improvements in safety valves and now has available sources of supply for reliable safety valves of the pilot operated type.

MAIN DRIVE HORSEPOWER MEASUREMENTS. ✓

A basic item in contracts for vessels is the actual horsepower developed on trials by the main propelling machinery. This horsepower is measured as a function of the torsional de-

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11-30-69 J. D. [unclear]

flection of the propeller shafts. Recently, the Naval Research Laboratory has developed a new method of measuring shaft flexure by means of a simple electrical system actuated by a vacuum tube. The new method is of greatly increased accuracy over the old method of mechanical measurements. By using the new method, the Navy will be in a better position to determine the contract performance of ships.

SUBMARINE MAIN DRIVE ✓

Recent developments of high pressure flash type boilers and of light weight steam machinery offer a method of obtaining superior performance characteristics in the propulsion of submarines. Further experience in the use of steam accumulators for commercial purposes has shown the feasibility of storing steam power rather than electric power for submerged operation. Thus, the same medium of power may be used on the surface or submerged. Heavy and complicated power conversion apparatus may be eliminated.

Preliminary studies have been made and funds requested to install an experimental steam power plant in an old submarine hull. It is expected that advantages will be gained over the present conventional type of drive in (1) space requirements, (2) weight, (3) reliability, (4) operating costs, (5) submerged speed and radius of action, (6) simplicity and flexibility of machinery.

STEEL CASTING RESEARCH

The Bureau of Engineering has conducted an intensive study of steel castings for use in pressure vessels. Cooperative effort between the Naval Research Laboratory and the manufacturing navy yards has developed improved casting methods. Advances have been made in non-destructive testing by radiography. In these matters the Navy has been a leader and many of the standards of manufacturing technique and inspection thus developed have been adopted by the industry at large.

ELECTRIC CABLES ✓

For several years the Bureau of Engineering has worked in coordination with the Materials Laboratory, Navy Yard, New York, to develop electric cable of the heat and flame resisting type. Progress has been by small steps, but is large in total amount. It is felt that the electric cable used in our vessels is far superior to that used by foreign countries. Further improvements, now in sight in the laboratory stage, indicate that this superior position will be maintained for several years. Particular attention has been paid to sources of supply and these are adequate for present or contemplated needs.

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Date- 11-30-69 Jrd/yo

CREEP TESTS

At the higher temperatures now used in steam plants, stressed materials tend to elongate with time. It is necessary, therefore, to test available materials for dimensional stability at high temperature.

For several years a battery of creep testing machines has been operated at the Engineering Experiment Station, Annapolis. This was one of the first installations in the country and the Navy was and continues to be one of the pioneers for this type of research.

HYDRAULIC TUNNEL FOR PROPELLER RESEARCH

Propeller efficiency is a large factor in the overall efficiency of a main propulsion plant. In order to provide improved conditions for the study of propellers, a hydraulic tunnel is under construction at the Engineering Experiment Station, Annapolis. This tunnel will be completed by February, 1940. Test propellers and propeller designs which show great promise of increased efficiency and performance will be ready for test by that date.

NOISE ABSORBING MATERIALS AND METHODS

The introduction of high power machinery in ships has resulted in an increase in noise level. Excess noise interferes with communication and lowers the efficiency of operating personnel. At night, a loud noise may lead to discovery by the enemy.

As originally installed, forced draft blower noises from new destroyers could be heard at several thousand yards distance. The Engineering Experiment Station, Annapolis, remedied this condition by developing a sound absorbing lining for the blower air ducts. This study has been continued and extended to other noisy appliances including reduction gears. Cooperative work is being done by the Bureau of Engineering and the Bureau of Construction and Repair, especially in regard to noise reduction in ventilation systems.

HIGH PRESSURE STEAM FLOW

In connection with the design of high pressure steam machinery, it is essential that accurate information be available regarding the flow characteristics of high pressure steam through pipes, valves, and fittings. Since no reliable physical data was available, the Naval Boiler Laboratory undertook during the past year the determination of this information. Work has progressed

favorably to date and useful information has become available. Future coordination of the established data will yield new physical constants.

FUEL OIL BOARD

A board to investigate the requirements of fuel oil storage and fuel oil characteristics in storage has been functioning during the past year with excellent results. This Board includes three officers in the Bureau of Engineering as members. The Board has prepared a program whose purpose consists of (1) the improvement, as soon as possible, of existing storages by replacing the stored fuel oil with the best fuel oil available, and (2) the development, storage and adaptation to naval service of a stable light distillate fuel oil. Plans have been formulated for the early replacement of fuel oil in the many large storage tanks at Pearl Harbor. Based on the results of extensive experimental and practical tests, specifications have been prepared for a naphthenic base fuel oil for reserve storage, which has shown definite superiority over previous fuel oils, both as to stability in storage and for ships' use. A survey of the oil industry has been conducted to determine the availability of desirable grades of fuel oils. The diesel and fuel oil storage requirements for all stations and strategic areas have been studied and recommendations made based on these studies, for the needed storage capacity for each of the various naval fuel oil depots.

W. M. J. Jones

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Date- 11-30-69

Signature- *W. M. J. Jones*

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In reply refer to initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

2 August 1938

MEMORANDUM FOR THE ASSISTANT SECRETARY

Work under the cognizance of the Office of Operations in preparation for the new year and the new Congress is progressing at a satisfactory rate.

FLEET PROBLEM

Plans for the Fleet Problem to be held in the Atlantic in February are being prepared by the Commander in Chief, U.S. Fleet, and will be submitted to the Department within a few days.

There appears to be no necessity for purchasing fuel at Trinidad but it can be done if political considerations indicate the desirability of so doing.

The advisability of sending a division of cruisers to visit South American ports after the Problem is under consideration. They could go as far as Buenos Aires and return to rejoin the Fleet in May, or they could with the same expenditure of fuel continue around through the Straits of Magellan.

Both the Chief of Naval Operations and the Commander in Chief are in favor of sending cruisers to South American ports each year, if international conditions in the Pacific permit.

CHARGE OF ✓
10/19/39
✓
Bids that are to be received from private industry in October for the construction of new battleships may point to the advisability of beginning the construction of only two 35,000 ton ships this year, and commencing two 45,000 ton ships in July, 1939, at which time the plans will be ready.

Preliminary Budget Estimates for 1940 indicate that at least \$780,000,000 will be needed in the next fiscal year to carry on the building program and maintain the present Navy.

✓
Consideration is being given to the necessity of obtaining from Congress authority and funds to procure and maintain a war reserve of material under the cognizance of all bureaus except Ordnance and Construction and Repair which can not be obtained quickly upon the outbreak of war. Authority may be obtained by amending the present law authorizing strategic raw material, or by the establishment of a separate "war reserve" maintained by a revolving fund.

K
William D. Seely —

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

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NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS

WASHINGTON, D.C.

2 August 1938.

Memorandum for the Assistant Secretary of the Navy.

Subject: Items for inclusion in report to the President.

The following notes relative to Naval Public Works are suggested for possible inclusion in a consolidated memorandum to the President.

Naval Experimental Model Basin (\$3,500,000) - The Assistant Secretary of the Navy inspected this construction on July 29th. The work is progressing very satisfactorily, and it is anticipated that the contractor will complete his work in June of 1939, or approximately six months prior to the scheduled date for completion. The President expressed a desire to inspect this work upon his return.

Naval Medical Center (\$4,850,000) - Negotiations are proceeding for the acquisition of the site on the Rockville Pike approved by the President. The Judge Advocate General is conducting these negotiations. The National Capital Park and Planning Commission has unanimously disapproved of the design prepared by the Navy Department. This design was approved by the President. The entire matter has been submitted informally to the President for decision as to whether we should proceed with the development of the details of design in accordance with the general plan approved by the President, or whether the Department should design a low structure (conforming to the Maryland height regulation of 72 feet) to meet the requirements of the National Capital Park and Planning Commission.

Public Works Program - Funds were made available for Naval Public Works by three appropriation acts as follows: the 1939 Naval Act, the Second Deficiency Act of 1938, and the Public Works Administration Appropriation Act of 1938. In accordance with the President's directive, work on all of the Emergency Construction projects will be underway at the sites prior to August 15, 1938. Most of the projects have already been commenced. The total amount involved in the

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NAVY

Emergency Construction Program is \$36,029,000 of PWA funds and approximately \$15,000,000 of WPA funds, the amount finally available from WPA being contingent upon the availability of WPA labor which has not as yet been determined at all localities. The Emergency Construction projects are distributed so as to benefit all activities of the Navy Department, i.e., shipbuilding, hospitals, Marine Corps, housing, aviation, training stations, supply depots and ammunition depots.

✓ The Second Deficiency Act authorized projects to a total value of \$24,674,000, and work on most of these projects has already commenced. The projects are, for the most part, designed to improve the shipbuilding facilities at Navy Yards.

The regular 1939 Naval Act carries authorizations for the commencement of Public Works projects of a total value of \$17,749,500. It is anticipated that work on all of these projects will be undertaken prior to January 1, 1939, with the exception of the Naval Hospital, the plans and specifications for which will be in preparation at that time.

✓ Dry Dock Program - The Department is making intensive studies of the necessity for increasing drydocking facilities on the West Coast and in Hawaii. At the present time a serious shortage of Naval and commercial docks exists in these localities. One cruiser dock (\$3,500,000) is being constructed at the Mare Island Navy Yard and a battleship dock at the Puget Sound Navy Yard (\$4,500,000) will be contracted for about September 1, 1938. While these two docks are of very material assistance, they do not meet the requirements of the Fleet, and the construction of additional dry docks will be proposed by the Department.

✓ Public Works Authorization Bill - The Department is considering the proposal of a Public Works Authorization Bill for presentation at the next session of Congress. The Public Works Authorization Bill proposed at the last session and containing projects with a face value of \$27,500,000 failed of enactment, with the result that important Public Works urgently needed, principally at Stations outside of the continental limits of the United States, can not be included in an appropriation bill.

Ben Moreell
Ben Moreell

JAG:rld

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Navy

DEPARTMENT OF THE NAVY
OFFICE OF THE JUDGE ADVOCATE GENERAL
WASHINGTON, D. C.

August 2, 1938.

Memorandum for the Acting Secretary of the Navy.

Subject: Data for Cabinet Meeting upon return of the President.

1. The following has been accomplished:

✓ (a) Contracts for the construction of destroyers DD429-432 and for submarines SS198-200 have been awarded and final forms of contracts are now in the hands of the printer.

✓ (b) Contracts for tugs 64-66 have been awarded and we are now awaiting final data from the Bureau for inclusion in the final form of contract.

✓ (c) Contracts for machinery for mine sweepers and submarine tender have been awarded and are in the hands of the successful bidders for execution.

2. The following are pending:

✓ (a) Battleships. On October 5 there will be an opening of bids for three battleships to be built in private ship yards. Complete bidder's data, including a tentative form of contract are now in the hands of prospective bidders (Bethlehem, New York Ship, and Newport News). In line with the ship builder's request for a definition of cost to be included in the battleship contract, Rear Admiral Robinson has submitted to the Treasury Department a definition of cost as submitted by the ship builders. A conference will shortly be held with the Treasury Department officials in this

JAG:rlld

matter. Adoption of a definition of cost and rates of depreciation of the heavy equipment must be approved by both the Treasury and Navy Departments. Ship builders are to return for an early conference with the Navy Department on notice from them that they are ready which will probably be about 2 weeks hence. On the whole the ~~three~~ private contractors mentioned seem to be quite worried about their chances of suffering considerable loss in the battleship program if contracted for on a fixed price basis as required and my view is that their bids are going to be quite high. ✓

✓ (b) Tankers. Congressional authority exists for the acquisition or construction of four tankers and appropriations have been made for three. The Maritime Commission submitted to the Comptroller General the question of its authority to turn over to the Navy three that are under construction for the Standard Oil Company. The Comptroller General has the matter under consideration and has asked for an opinion of the Navy Department as to its authority in the matter. This has been prepared. Further conference will be called by the Comptroller General in the near future relative to the matter and it may be necessary to obtain Presidential approval before final arrangements can be completed for the allocation of the tankers.

✓ (c) Design Competition. Preliminary data relative to design competition for small experimental ships ~~was~~ sent ~~to~~ one hundred applicants. Thus far twenty-nine have qualified for the competition. The time for the submission of preliminary data has been extended from 24 August to 3 September.

✓ (d) Destroyer and Seaplane Tenders. Bids for a destroyer tender and a seaplane tender will be opened September 21. Complete data are in the hands of the prospective bidders (Bethlehem, New York Ship, and Federal).

JAG:rld

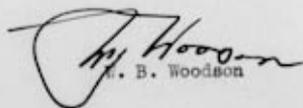
✓ (e) Light Cruisers. Bidder's data for two light cruisers will be ready about the first of the year.

(f) Liquidated Damages. Claims on liquidated damages for the 1933-1934 program are being studied.

(g) Naval Medical Center. At the request of the Navy Department the Federal Housing Administration has appointed evaluation experts who are already at work in connection with the acquisition of the site for the new Naval Medical Center. Offers from present owners of the land comprising the Medical Center have been made and, as a general rule, the Navy Department feels that the owners are asking too much. These negotiations should be finished within the near future. ✓

(h) Personnel Legislation. In anticipation of several questions being submitted to this office regarding the interpretation of the recent personnel bill, a study has been made and is continuing in this office regarding the matter. A good many questions regarding its interpretation and administration have been raised as the result of this study. It is anticipated that quite a complete set of regulations will have to be promulgated in order to make the law workable. It is also anticipated that certain defects in the law will have to be cured by subsequent legislation.

(i) Legislative Matters. There are not at the present time any legislative matters pending which are in a status to be reported upon.


H. B. Woodson

Refer to No. Aer-GB
A21-1

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

3 August 1938

M E M O R A N D U M

From: The Chief of the Bureau of Aeronautics
To : The Assistant Secretary of the Navy.
SUBJECT: Information for the President in regard to
Progress of Naval Aviation since his departure
from Washington.

1. The procurement program for new and replacement
planes appropriated for in the 1939 Naval Appropriation Act is
going along satisfactorily, as are deliveries of planes procured
under 1938 Naval Appropriation Act.

2. Approximately \$10,000,000 of WPA-PWA money has been
made available for improvement of facilities of Naval air stations
in the continental limits of the United States. This money, to-
gether with that specifically appropriated for the Naval Air Station,
Alameda, will provide the essentials for shore-based facilities for
the 2,050 Naval aircraft program under the Vinson-Trammell Bill in
so far as the West Coast is concerned. The air station situation
on the East Coast is not so satisfactory, as the only air station
on that coast, located at Norfolk, Virginia, still has no adequate
landplane hangars and is seriously lacking in aviation storehouse
facilities. There are still serious deficiencies in the program
for Pearl Harbor, Panama, Canal Zone, and Alaska.

3. In accordance with the provisions of the Naval Expansion
Act passed by the last Congress, the Secretary of the Navy has or-
dered a board of Naval officers, headed by Admiral Hepburn, to in-
vestigate and report on the additional shore facilities required by
the expanded fleet, including the increase of Naval aircraft from
2,050 to 3,000. This board met on 15 July and is now functioning.

4. The procurement of a rigid airship is held up pending
a decision by the President as to the type. There is given below
the performance and other data of a metalclad airship of (a) 300 ft.,
(b) 350 ft. in length. A ship of this type was discussed by the
President with the Assistant Secretary of the Navy.

PSF
NAVY

Aer-GB
A21-1

-2-

SUBJECT: Information for the President in regard to
Progress of Naval Aviation since his departure
from Washington.

Metalclad (pressure type) Airships

	I	II
Length	300 ft.	350 ft.
Gross volume	850,000 cu.ft.	1,200,000 cu.ft.
Gross lift	52,600 lbs.	74,500 lbs.
Useful lift	18,500 "	30,000 "
Maximum speed	70 knots	73 knots
Endurance at 50 knots	40 hours	56 hours
Range at 50 knots	2,000 naut.mi.	2,800 naut.mi.
Number of gas compartments	1	1
Airplane-carrying capacity	0	0
Estimated cost	\$1,500,000	\$2,000,000
Estimated time to design and build	42 months	42 months

Similar data are given for a design which the Bureau of Aeronautics had in mind when Congress was asked to include the authorization of a rigid airship in the Naval Expansion Bill. This ship is designed to carry three planes to determine experimentally the practicability of a larger plane-carrying rigid. In the opinion of the Chief of the Bureau of Aeronautics any rigid airship which cannot carry planes has not sufficient Naval use to justify its costs.

"Rigid" Airship

Length	650 feet
Gross volume	3,000,000 cu.ft.
Gross lift	186,000 lbs.
Useful lift	70,000 "
Maximum speed	75 knots
Endurance at 50 knots	85 hours
Range at 50 knots	4,250 naut. mi.
Number of gas compartments	14
Airplane-carrying capacity	3 (total 16,000 lbs.)
Estimated cost	\$3,000,000
Estimated time to build	24 months.

NAVY DEPARTMENT
SECY'S OFFICE . RECORD DIV.
RECEIVED

OP.
J.A.C.
C. G.
N.A.O.
DIV. PER.



AUG 4 1938

A.SEC.
N.P.A.
SUP.

A. B. COOK
Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics

A:CRM



DO NOT ADDRESS THE SIGNER OF THIS LETTER
BUT ADDRESS YOUR REPLY TO
BUREAU OF MEDICINE AND SURGERY
NAVY DEPARTMENT, WASHINGTON, D. C.
AND REFER TO NO.

WASHINGTON, D. C. August 3, 1938.

*PSF
Navy*

MEMORANDUM - for The Secretary of the Navy

Subject: Major Accomplishments and Plans for Progress in
the Medical Department, for the years 1939-1940.

*Under Palace
works*

1. Approximately \$3,785,000.00 has been allocated to the Medical Department of the Navy by W.P.A., for the accomplishment of essential repairs to Naval Hospitals and Dispensaries, the replacement of wartime structures at Naval Hospitals with fire-resistant buildings, and for the addition of wings to a number of hospitals where clinical facilities have been found to be inadequate. In order that these new buildings may be properly equipped, the estimate of expenditures for the fiscal year 1940 has, of necessity, been increased by \$339,875.00. A detailed report of W.P.A. - P.W.A. allocations will be made by the Chief of the Bureau of Yards and Docks.

*Under Palace
works*

2. The 1940 budget has been increased by a total of \$792,272.00, which amount includes the procurement of equipment for the new construction referred to in the above, in addition to necessary monies for the replenishment of medical stores at Medical Supply Depots, the increase in Naval Personnel, and the additional vessels that are to be placed in commission. The marked increase in labor at Navy Yards, expanding aviation, and the normal replacement of antiquated and worn out equipment has made it necessary to request the additional money indicated in the above.

3. Since July 1, 1938, twenty-four Acting Assistant Surgeons and forty-nine Assistant Surgeons have been commissioned in the Medical Corps of the Navy. It is anticipated that the total number of Medical Officers now listed (873) will meet all of our needs during the fiscal year 1939. During the calendar year 1939 additional examinations will be held and it is expected that we will realize a sufficient number of Medical Officers (913) to meet our estimated needs for the fiscal year 1940. No particular difficulty is anticipated in procuring the additional hospital corpsmen and nurses that will be necessary to fill the desired quota. It is anticipated that approximately fourteen additional Dental Officers will be procured prior to 1940 to meet the personnel demand in this direction at that time.

4. The site for the new Naval Medical Center in Washington has been selected. Formal approval has been given by the National Capital Park and Planning Commission, as well as the Commission of Fine Arts. The procurement of property is now under way, under the direction of the Secretary of the Navy, and plans for the building are progressing very satisfactorily.

Under Public Works.



DALLAS G. SUTTON
Captain, MC., U.S.N.,
Acting

BUREAU OF CONSTRUCTION AND REPAIR

No. FS/AL-3(GG)



WASHINGTON, D. C.

BUREAU OF ENGINEERING

No. AL-3(8-2-D)

MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY

3 AUG 1938

Subject: 1939 Shipbuilding Program.

1. Funds were provided by the last Congress for starting the following ships:

	<u>1939 Naval App'a Bill</u>	<u>Deficiency Bill(Third)</u>	<u>TOTAL</u>
<u>COMBATANT SHIPS</u>			
Battleships	2	2	4
Aircraft Carrier	-	1	1
Light Cruisers	2	2	4
Destroyers	8	-	8
Submarines	6	-	6
<u>AUXILIARY SHIPS</u>			
Destroyer Tender	-	1	1
Submarine Tender	1	-	1
Seaplane Tender (Large)	-	1	1
Seaplane Tender (Small)	-	2	2
Fuel Oil Tankers	1	2	3
Mine Sweepers	1	1	2
Fleet Tugs	1	2	3
Mine Layer	-	1	1
	<u>22</u>	<u>15</u>	<u>37</u>

2. Of the above, orders have been placed for -

- ✓ 8 Destroyers,
- ✓ 6 Submarines,
- ✓ 1 Submarine Tender,
- ✓ 2 Seaplane Tenders (small),
- ✓ 2 Mine Sweepers,
- ✓ 3 Fleet Tugs.

PSF
Navy

Bu.C&R No.
FS/AL-3(CC)

Bu.Eng.No.
AL-3(8-2-D)

MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY
(continued)

- ✓ 3. Invitations for bids have been issued for -
- ✓ (a) 1 Destroyer Tender,
1 Seaplane Tender (large).
To be opened September 21, 1938.
- ✓ (b) 4 Battleships (3 for private yard construction
and 1 for Navy Yard construction).
To be opened October 5, 1938.
- ✓ 4. The remaining ships and their status are:-
- ✓ 1 Aircraft Carrier.
No characteristics yet furnished for this design.
A preliminary study of a 10,000-T. Carrier has
been furnished the General Board for study.
- ✓ 4 Light Cruisers.
Final design work underway, with expectation of
asking for bids and Navy Yard estimates about
1 December 1938.
- ✓ 3 Fuel Oil Tankers.
Negotiations under way with the Maritime Commission
for transfer of 3 Tankers now building and their
conversion for Navy use at the Philadelphia Navy Yard.
Present tentative dates of delivery to Navy are
- | | |
|------------|--------------------|
| First ship | - 1 February 1939, |
| Second " | - 1 August 1939, |
| Third " | - 28 March 1940. |
- Conversion will probably require a period of 9 to 12
months after delivery to the Navy Yard.
- ✓ 1 Mine Layer.
Negotiations under way with the Maritime Commission
to see if a suitable commercial ship can be obtained
for conversion for this use. If unsuccessful, Navy
will have to design and build.

Bu. CAR No.
FS/AL-3(CC)

Bu. Eng. No.
AL-3(S-2-D)

MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY
(continued)

5. Experimental Small Boats Design Competition.

The competition covers designs for four types of boats, -

- 165' Subchaser, steel,
- 110' Subchaser, wood,
- 70' Motor Torpedo Boat,
- 54' Motor Torpedo Boat.

The competition comprises two periods: one ending September 3, 1938, during which preliminary designs are to be submitted, and a second, ending 10 weeks later, during which final designs are to be submitted. So far some 22 designers have received the design data and have entered the first stage of the competition. Such preliminary designs as are submitted will be passed upon by a board of officers in the Navy Department which will include Commander A. Loring Swasey (C.C. Reserve), who is to be ordered to active duty for this purpose. From the preliminary designs not exceeding five for each type will be designated to enter the second stage of the competition, and at least one design of each type will be selected to receive the prize award.

6. Design work is in hand for two 45,000-ton Battleships, for which initial appropriations are to be requested at the next session of Congress, and with the expectation of placing awards by 1 July 1939.

W. G. Bowen
W. G. BOWEN
Chief of Bureau

H. G. Bowen
H. G. Bowen
Chief of Bureau



AUG 3 1938

AI-3/FS(380803)

IN REPLY ADDRESS
BUREAU OF ORDNANCE, NAVY DEPARTMENT
AND REFER TO NO.

NAVY DEPARTMENT
BUREAU OF ORDNANCE

WASHINGTON, D. C. 8 August 1938

(AS)

MEMORANDUM

From: The Chief of the Bureau of Ordnance
To : The Assistant Secretary of the Navy.
Subject: Status of Business in the Bureau of Ordnance.

AMMUNITION DEPOTS

1. The increase in the number of ships and compliance with the General Board's directives for purchasing reserve gun ammunition, bombs, torpedoes, mines, and depth charges, have called for increased facilities for storage. Steps towards alleviating the shortage in storage have been taken as follows:

(a) P.W.A. Allotments\$560,000
10 magazines at Mare Island
6 " at Puget Sound.
Work has actually begun on the ground on these items.

(b) Second Deficiency Act 1939.....\$492,000
32 magazines at Hawthorne, Nev. Work on these can be started when the Bureau of Yards and Docks gets the work on the above further under way.

(c) W.P.A. Allotment.....\$380,000
P.W.A. Allotment..... 540,000
Rehabilitating buildings at naval ammunition depots at Hingham, Iona Island, Lake Denmark, St. Juliens Creek, Mare Island and Puget Sound. This rehabilitation covers urgent repairs, and in some cases, replacement of obsolete, or seriously deteriorated, stowage and assembly facilities. These funds have all been allotted to the depots and work is going on at the depots.

2. There are still required for ships of the 1939 building program, and for those authorized by the Naval Expansion Act, magazines at Hawthorne, Oahu, Yorktown, Mare Island and Puget Sound, and storage facilities at Bellevue, D.C.

PSF
Navy

TORPEDO SITUATION

Newport -

3. Drop in the price of torpedoes since 1937 from over \$12,000 per torpedo to \$9,472; increase in production from 2.3 torpedoes per working day in 1937 to 2.8 torpedoes in 1938.

Due to -

(a) Installation of some new automatic machinery.
(b) Threat of opening Alexandria.
(c) Good administration and shop management, including some disciplinary measures with demotions and promotions started in 1936. The major influence in this improvement is due directly to the support given the management in the office of the Assistant Secretary of the Navy and by The President in face of political opposition to the reforms instituted. In addition to the lower cost, there was the increased production of 16 percent. It could not have been accomplished without the support given to the Bureau by the Assistant Secretary and The President.

4. As a further improvement of conditions at Newport, W.P.A. and P.W.A. funds are permitting the erection of a building this autumn which will provide for rearrangement of machinery in about one-third of the space needed there. This building program should serve to remove one subject for talk by politically discontented persons, but if P.W.A. work is available next year an extension should be made to this building to increase production.

Alexandria -

5. The vast amount of material stowed at Alexandria by various Government Departments has been removed. The floors are being repaired and the electric-wiring contract is to begin on 15 August. Half of the sum allotted for machinery on 1 July has been obligated and some of the machinery is awaiting the laying of the wires and completion of the flooring before installation. Contracts for other half of million dollars available for tools are now being placed.

6. In removing old machinery from Alexandria, 16 schools and colleges were given 47 various types of machine tools which were too obsolete for modern production methods but which the schools were happy to get. Previously, machinery which could be used in various Navy Yards had been given to them on the decommissioning of Alexandria. A few of the old machines are still useful and are retained.

Expansion Program - Additional Positions

7. Lists have been submitted to the Assistant Secretary's office showing the probable increase in clerical and professional ratings in the Bureau and in the Field Service due to the Expansion Program.

Naval Ordnance Plant, So. Charleston.

8. The latest news on this Plant is an effort on the part of local Chambers of Commerce to induce some manufacturing company to lease the northern part of the plant. The Chief of Bureau has indicated his willingness to recommend to the Department the leasing of this part of the Plant with the usual clause of the Government taking possession at any time.

9. On a visit from Mr. Godfrey Lowell Cabot, who is an owner in the extensive gas fields of that section, Mr. Cabot stated that it would be a shame to sell that property to real estators and that it should be kept either for the use of the Government or for the use of a large manufacturing establishment that might want to lease it and use his gas.

10. This week an officer and a photographer went to South Charleston to take views of the interiors of the buildings in order to take these views to Government Departments to show the storage facilities available and to offer to all Government Departments space at South Charleston for storage.

11. Buildings have already been used for this purpose to a certain extent. There are stored there the following:

United States Army -	Trucks.....	12	and Flood Relief Stores (3,000 cots and 6,000 blankets).
Kentucky Forestry Service -	Trucks.....	31	
	Air compressors, graders, rock crushers, etc.....	11	
West Virginia Forestry Service -	Trucks.....	43	
	Air compressors, graders, tractors, etc.....	21	
Marines -	155 and 75 mm guns.....	20	

12. If considerable storage space is used, the Navy or some Government Department will be under the necessity of supplying a pumper (fire engine) and additional fire hose.

SUBMARINE MINES

- ✓ 13. A test of a new improved mine, capable of launching from torpedo tubes of submarines, was held the latter part of July with the STINGRAY at Newport. The test was entirely successful.

BUDGET HEARINGS

14. Preliminary hearings before the Navy Department Budget Officer have been held.

ORDNANCE CONTRACTS PLACED

15. Ordnance contracts have been placed as follows:

Total placed by Bureau since January 1, 1938 (in 22 States)....\$47,778,160
✓ " " " " " July 1, 1938 (in 15 States)..... 9,881,690

16. Proposals were sent out to-day for 271 gun forgings for 5-inch guns which will amount to about half-a-million dollars.

W. R. Farlong
W. R. Farlong.

MSS

1938 [?]

PSK
Navy

In reply address not the signer of
this letter, but Bureau of Navigation,
Navy Department, Washington, D. C.
Refer to No.

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

From: The Chief of the Bureau of Navigation.

To : Naval Aide to the President.

In accordance with your request there are attached hereto
the abstracts of fitness reports of line officers of the rank
of Lieutenant Commander and above attached to the Bureau of
Navigation, including the Hydrographic Office and the Naval
Observatory:

- N* Rear Admiral A. Andrews
- 2 N* Captain L. R. Leahy
- D* Captain C. W. Nimitz
- Op. + N.A.* Captain G. S. Bryan
- N.* Captain A. Sharp
- Op.* Captain F. X. Gygax
- N. cap* Captain I. H. Mayfield
- OK* Captain H. J. Abbett
- OK* Captain A. T. Bidwell
- OK* Captain C. M. Yates
- Regular B. Ord.* Captain T. S. Wilkinson
- " Navy Dept.* Captain H. C. Train
- OK* Commander J. B. Oldendorf
- N.* Commander W. D. Chandler, jr
- D* Commander J. H. Magruder, jr
- D* Commander C. H. Cobb
- 2 New York* Commander H. G. Patrick
- Op.* Commander R. E. Kerr
- OK* Commander E. W. Broadbent
- Ord. - N.A.* Commander F. U. Lake
- N.A.* Commander D. F. Patterson
- N.A.* Commander D. E. Barbey
- N.A.* Commander W.G.B. Hatch
- N.A.* Commander M. Y. Cohen
- Hydrographic* Commander L. J. Wiltse
- N.A. + H.* Commander W. A. Hicks
- OK* Commander E. E. Hazlett, jr
- N.A. + M.A.* Commander F. G. Richards
- D* Commander R. E. Webb
- N.A. + D.* Commander D. A. Spencer
- OK* Commander C. W. Styer

P.Y.
May

- May/June Lieutenant Commander J. P. Conover
- AK Lieutenant Commander J. D. H. Kane
- NH Lieutenant Commander E. E. Duvall
- NH Lieutenant Commander S. H. Hurt
- DK Lieutenant Commander J. G. Crawford
- AK Lieutenant Commander H. G. Hopwood
- AK Lieutenant Commander F. M. O'Leary
- AK Lieutenant Commander E. F. Helmkamp
- AK Lieutenant Commander S. J. Michael
- AK Lieutenant Commander J. E. Whelchel
- AK Lieutenant Commander W. W. Smith
- AK Lieutenant Commander C. E. Olson
- AK Lieutenant Commander E. D. Tarbuck
- NH Lieutenant Commander J. P. Womble, jr
- NH Lieutenant Commander S. W. DuBois
- AK Lieutenant Commander E. L. Bowman
- ap. Lieutenant Commander A. Macondray, jr.

Total 48

Adolphus Andrews.
Adolphus Andrews.

Total 48

THE OFFICE OF THE DIRECTOR
 BUREAU OF INVESTIGATION
 WASHINGTON, D. C.
 DIVISION OF RECORDS AND COMMUNICATIONS
 MAY 1952

In reply refer to initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

~~CONFIDENTIAL~~

August 16, 1938.

Memorandum For the President:

The attached plan represents the first proposed design draft, following instructions from the General Board, for the four light cruisers authorized by the Appropriation Bill and Deficiency Bill.

The especial characteristics of this vessel are:

Displacement Standard, 6,000 tons.

Length, Load water line 530 feet.

Beam Maximum mould 53' 4"

Designed Draft 18' 9"

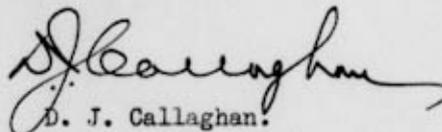
Speed 35 knots, approximate.

Armament - 16 5" .38 caliber dual purpose guns in eight twin mounts; Two triple torpedo tubes; Three quadruple 1.1" machine gun mounts (with directors for same).

Authorized Allowance - Officers, 18 line, 2 staff, 8 warrant, Total 28, and, 450 enlisted men, approximately.

These vessels will have quarters for Destroyer Flotilla Commanders and Staffs and may be assigned to Flotilla Commander Duty as primary status in the Fleet Organization.

Respectfully,


D. J. Callaghan.

Franklin D. Roosevelt Library

DECLASSIFIED

DDO DIR. 5200.9 (9/27/58)

Date- 11-8-63

Signature- Carl L. Spicer

*file
confidential*

PSF Navy

navy folder - d - 1

In reply refer to initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

28 September 1938

MEMORANDUM

The German steamship Breman sailed on scheduled time at midnight September 27-28.

The Naval Attache in London reports by despatch that the British Navy has been fully mobilized.

We are informed today by despatch from Shanghai that the Japanese Army Staff received orders on 27 September to not move in any direction because of the present crisis in Europe.

I assume that this order to the Japanese Army will postpone the projected operations against the Canton area.

W.A.L.

Recent information

German S.S. St. Louis scheduled to sail 4 Oct., ordered to sail today (28 Sept)
" S.S. Hansa, due sail midnight, will sail 0900 today without passengers.

Above information just received from Adm. Waesche, Comdt. Coast Guard.

dyb.

THE WHITE HOUSE
WASHINGTON

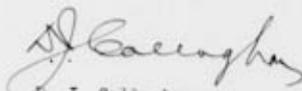
October 13, 1938

TBF Navy
File 1
Personnel
&
Confidential

Memorandum for Secretary McIntyre:

The attached "Report of Progress of Vessels Under Construction" is forwarded for the information of the President and yourself.

Respectfully,


D. J. Callaghan.

~~RESTRICTED~~

PSF Navy

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

PSF Navy

Sc

OCTOBER 10, 1938.

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY - JOINT REPORT OF PROGRESS AS OF OCTOBER 1, 1938.

Type Number and Name	Contractor	Percentage of Completion				Keel laid	Launched	Date of contract or order	Months to build	Date of Completion	
		HULL		MACHINERY						As per contract or order	As reported by build- ing Yard
		Oct. 1, 1938 TOTAL	Gain for month TOTAL	Oct. 1, 1938 TOTAL	Gain for month TOTAL						
BATTLESHIPS:											
BB55 NORTH CAROLINA	New York Navy Yard	19.6	2.9	1.6	.3	10/27/37	-	8/1/37	49	9/1/41	10/15/41
BB56 WASHINGTON	Philadelphia Navy Yard	13.6	1.2	1.7	1.7	6/14/38	-	8/1/37	52	12/1/41	12/1/41
AIRCRAFT CARRIER:											
CV7 WASP	Beth. SB Corp. (Fore River)	64.6	2.8	76.1	1.3	4/1/36	-	9/19/35	38+	11/25/38	2/-/40(a)
HEAVY CRUISER:											
CA45 WICHITA	Philadelphia Navy Yard	93.5	1.1	95.	1.3	10/28/35	11/16/37	11/1/34	38	1/1/38	4/1/39(a)
LIGHT CRUISERS:											
CL46 PHOENIX	New York S.B. Corp.	Delivered and Commissioned October 3, 1938.									
CL49 ST. LOUIS	Newport News SB&DD Co.	80.9	2.3	79.9	3.4	12/10/36	4/15/38	10/16/35	40+	3/6/39	6/1/39
CL50 HELENA	New York Navy Yard	75.3	3.	57.9	11.5	12/9/36	8/27/38	2/16/36	41+	7/18/39	1/2/40
SUBMARINES:											
SS188 SARGO	Electric Boat Company	95.6	3.1	92.	4.	5/12/37	6/6/38	9/4/36	33	6/4/39	1/14/39
SS189 SAURY	Electric Boat Company	90.5	3.6	88.5	5.5	6/28/37	8/20/38	9/4/36	34+	7/19/39	4/1/39
SS190 SPEARFISH	Electric Boat Company	83.	5.8	77.	6.	9/9/37	-	9/4/36	36	9/4/39	5/15/39
SS191 SCULPIN	Portsmouth Navy Yard	79.7	5.2	91.4	5.6	9/7/37	7/27/38	12/1/36	28	4/1/39	4/1/39
SS192 SQUALUS	Portsmouth Navy Yard	75.4	5.4	81.3	7.8	10/18/37	9/14/38	12/1/36	30	6/1/39	6/1/39
SS193 SWORDFISH	Mare Island Navy Yard	57.8	3.5	76.	1.8	10/27/37	-	2/1/37	30	8/1/39	9/30/39
SS194 SEADRAGON	Electric Boat Company	43.9	7.1	22.	6.	4/18/38	-	7/6/37	29	12/6/39	12/6/39
SS195 SEALION	Electric Boat Company	36.6	4.5	22.	6.	6/20/38	-	7/6/37	31	2/6/40	2/6/40
SS196 SEARAVEN	Portsmouth Navy Yard	23.3	3.1	29.2	6.	8/9/38	-	8/1/37	32	4/1/40	4/1/40
SS197 SEAWOLF	Portsmouth Navy Yard	19.7	2.4	29.2	6.	9/27/38	-	8/1/37	34	6/1/40	6/1/40

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

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Date- 2/12/57

Signature- *Paul J. Spica*

Type Number and Name	Contractor	Percentage of Completion				Keel laid	Launched	Date of contract or order	Months to build	Date of Completion		
		HULL		MACHINERY						As per contract or order	As reported by building Yard	
		Oct. 1, 1938 TOTAL	Gain for month TOTAL	Oct. 1, 1938 TOTAL	Gain for month TOTAL							
SUBMARINES (continued):												
SS198	TAMBOUR	Electric Boat Company	1.	1.	.5	.5	-	-	8/2/38	29	1/ 2/41	1/ 2/41
SS199	TAUTOG	Electric Boat Company	1.	1.	.5	.5	-	-	8/ 2/38	31	3/ 2/41	3/ 2/41
SS200	THRESHER	Electric Boat Company	1.	1.	.5	.5	-	-	8/ 2/38	33	5/ 2/41	5/ 2/41
SS201	TRITON	Portsmouth Navy Yard	.1	.1	-	-	-	-	9/ 1/38	30	3/ 1/41	3/ 1/41
SS202	TROUT	Portsmouth Navy Yard	.1	.1	-	-	-	-	9/ 1/38	32	5/ 1/41	5/ 1/41
SS203	TUNA	Mare Island Navy Yard	-	-	-	-	-	-	11/ 1/38	30	5/ 1/41	-
DESTROYERS:												
DD395	DAVIS	Bath Iron Works Corp.	97.7	1.6	96.4	3.4	7/28/36	7/30/38	9/19/35	32	5/19/38	11/15/38
DD396	JOUETT	Bath Iron Works Corp.	91.2	1.4	90.9	2.3	3/26/36	9/24/38	9/19/35	33	6/19/38	1/15/39
DD397	BENHAM	Federal SB&DD Co.	96.3	2.7	96.	2.	9/ 1/36	4/16/38	11/14/35	37½	12/29/38	12/ 1/38
DD398	ELLET	Federal SB&DD Co.	94.	2.6	93.4	2.	12/ 3/36	6/11/38	11/14/35	39½	2/16/39	1/ 5/39
DD399	LANG	Federal SB&DD Co.	90.7	3.7	90.5	2.	4/ 5/37	8/27/38	11/14/35	40½	3/29/39	3/ 1/39
DD402	MAYRANT	Boston Navy Yard	78.5	6.	71.5	7.5	4/15/37	5/14/38	2/14/36	42	8/14/39	10/14/39 (a)
DD403	TRIPPE	Boston Navy Yard	77.5	6.	70.5	7.5	4/15/37	5/14/38	2/14/36	44	10/14/39	11/14/39 (a)
DD404	RHIND	Philadelphia Navy Yard	67.5	4.	61.1	3.2	9/22/37	7/28/38	2/14/36	42	8/14/39	8/14/39 (a)
DD405	EGWAN	Norfolk Navy Yard	84.8	5.	63.3	2.6	6/25/37	5/ 5/38	2/14/36	42	8/14/39	10/14/39
DD406	STACK	Norfolk Navy Yard	81.8	4.8	60.3	2.4	6/25/37	5/ 5/38	2/14/36	44	10/14/39	12/14/39
DD407	STERETT	Charleston Navy Yard	92.3	3.9	64.8	3.2	12/ 2/36	-	2/14/36	42	8/14/39	8/14/39 (a)
DD408	WILSON	Puget Sound Navy Yard	79.5	4.	53.9	2.7	3/22/37	-	2/14/36	42	8/14/39	8/14/39 (a)
DD409	SIMS	Bath Iron Works Corp.	60.3	4.9	44.	3.6	7/15/37	-	10/12/36	32	6/12/39	8/12/39
DD410	HUGHES	Bath Iron Works Corp.	57.7	3.6	43.	3.6	9/15/37	-	10/12/36	34	8/12/39	10/12/39
DD411	ANDERSON	Federal SB&DD Co.	62.6	6.1	56.5	7.6	11/15/37	-	10/12/36	32	6/12/39	6/12/39
DD412	HAMMANN	Federal SB&DD Co.	58.6	6.	53.9	8.1	1/17/38	-	10/12/36	34	8/12/39	8/12/39
DD413	MUSTIN	Newport News SB&DD Co.	45.7	2.6	54.8	3.3	12/20/37	-	10/12/36	32	6/12/39	6/12/39
DD414	RUSSELL	Newport News SB&DD Co.	44.6	2.6	54.	4.6	12/20/37	-	10/12/36	34	8/12/39	8/12/39

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

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OCTOBER 10, 1938.

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Sheet 3.

Type Number and Name	Contractor	Percentage of Completion				Keel laid	Launched	Date of contract or order	Months to build	Date of Completion		
		HULL		MACHINERY						As per contract or order	As reported by building yard	
		Oct. 1, 1938 TOTAL	Gain for month TOTAL	Oct. 1, 1938 TOTAL	Gain for month TOTAL							
DESTROYERS (continued)												
DD415	O'BRIEN	Boston Navy Yard	33.5	3.	40.5	5.	5/31/38	--	1/12/37	33	10/12/39	5/12/40
DD416	WALKE	Boston Navy Yard	33.	3.	40.	5.	5/31/38	--	1/12/37	35	12/12/39	7/12/40
DD417	MORRIS	Norfolk Navy Yard	29.7	2.1	34.3	5.3	6/ 7/38	--	1/12/37	33	10/12/39	2/12/40
DD418	ROE	Charleston Navy Yard	35.6	4.1	32.5	4.6	4/23/38	--	1/12/37	33	10/12/39	2/15/40
DD419	WAINWRIGHT	Norfolk Navy Yard	28.7	2.1	33.3	5.3	6/ 7/38	--	2/12/37	34	12/12/39	4/12/40
DD420	BUCK	Philadelphia Navy Yard	28.6	4.1	36.2	4.	4/ 6/38	--	2/12/37	33	11/12/39	1/12/40(a)
DD421	BENSON	Beth. SB Corp. (Fore River)	14.8	2.4	9.5	1.9	5/16/38	--	9/30/37	32	5/30/40	5/30/40
DD422	MAYO	Beth. SB Corp. (Fore River)	14.8	2.5	8.8	1.6	5/16/38	--	9/30/37	34	7/30/40	7/30/40
DD423	GLEAVES	Bath Iron Works Corp.	6.9	.8	--	--	5/16/38	--	9/30/37	34	7/30/40	7/30/40
DD424	NIBLACK	Bath Iron Works Corp.	6.6	.8	--	--	8/ 8/38	--	9/30/37	36	9/30/40	9/30/40
DD425	MADISON	Boston Navy Yard	9.	3.	4.	1.5	--	--	12/30/37	34	10/30/40	8/30/40(a)
DD426	LANSDALE	Boston Navy Yard	9.	3.	4.	1.5	--	--	12/30/37	36	12/30/40	10/30/40(a)
DD427	HILARY F. JONES	Charleston Navy Yard	7.3	1.	3.5	1.8	--	--	12/30/37	34	10/30/40	8/30/40(a)
DD428	CHARLES F. HUGHES	Puget Sound Navy Yard	4.7	1.6	2.3	.4	--	--	12/30/37	34	10/30/40	10/30/40(a)
DD429	GRAYSON	Bath Iron Works Corp.	--	--	--	--	--	--	8/15/38	28	12/15/40	12/15/40
DD430	EBERLE	Bath Iron Works Corp.	--	--	--	--	--	--	8/15/38	30	2/15/41	2/15/41
DD431	PLUNKETT	Federal SB&DD Co.	--	--	--	--	--	--	8/17/38	30	2/17/41	--
DD432	KEARNEY	Federal SB&DD Co.	--	--	--	--	--	--	8/17/38	32	4/17/41	--
DD433	GWIN	Boston Navy Yard	--	--	--	--	--	--	10/ 1/38	32	6/ 1/41	6/ 1/41
DD434	MEREDITH	Boston Navy Yard	--	--	--	--	--	--	10/ 1/38	34	8/ 1/41	8/ 1/41
DD435	LIVEMORE	Charleston Navy Yard	--	--	--	--	--	--	10/ 1/38	32	6/ 1/41	6/ 1/41
DD436	MONSSEN	Puget Sound Navy Yard	--	--	--	--	--	--	10/ 1/38	32	6/ 1/41	6/ 1/41
SEAPLANE TENDERS:												
AV4	CURTISS	New York Shipbldg. Corp.	8.3	1.8	5.9	2.1	4/25/38	--	12/27/37	38	2/27/41	--
AV5	ALBEMARLE	New York Shipbldg. Corp.	--	--	--	--	--	--	--	--	--	--
DESTROYER TENDERS:												
AD14	DIXIE	New York Shipbldg. Corp.	20.2	4.1	8.6	2.6	3/17/38	--	12/27/37	34	10/27/40	--
AD15	PRAIRIE	New York Shipbldg. Corp.	--	--	--	--	--	--	--	--	--	--
SUBMARINE TENDER:												
AS11	FULTON	Mare Island Navy Yard	.1	.1	.1	.1	--	--	9/ 1/38	36	9/ 1/41	9/ 1/41

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

RESTRICTED

OCTOBER 10, 1938.

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Page 4.

Type Number and Name	Contractor	Percentage of Completion				Keel laid	Launched	Date of contract or order	Months to build	Date of Completion	
		HULL		MACHINERY						As per contract or order	As reported by build- ing yard
		Oct. 1, 1938 TOTAL	Gain for month TOTAL	Oct. 1, 1938 TOTAL	Gain for month TOTAL						
<u>SEAPLANE TENDERS:</u>											
AVP10	BARNEGAT	Puget Sound Navy Yard	-	-	-	-	-	9/ 1/38	27	12/ 1/40	-
AVP11	BISCAYNE	Puget Sound Navy Yard	-	-	-	-	-	9/ 1/38	30	3/ 1/41	-
<u>MINE SWEEPERS:</u>											
AM55	RAVEN	Norfolk Navy Yard	.1	.1	-	-	-	9/ 1/38	24	9/ 1/40	8/31/40
AM56	OSPREY	Norfolk Navy Yard	.1	.1	-	-	-	9/ 1/38	26	11/ 1/40	10/31/40
<u>FLEET TUGS:</u>											
AT64	NAVAJO	Beth. SB Corp. (Staten Is.)	-	-	-	-	-	8/15/38	18	2/15/40	-
AT65	SEMINOLE	Beth. SB Corp. (Staten Is.)	-	-	-	-	-	8/15/38	20	4/15/40	-
AT66	CHEROKEE	Beth. SB Corp. (Staten Is.)	-	-	-	-	-	8/15/38	22	6/15/40	-

PSF Navy

*file
personal*

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF CHIEF OF NAVAL OPERATIONS
WASHINGTON

October 25, 1938

Memorandum For The President

It is estimated that plans and specifications for the new 6000 ton cruisers will be completed by 20 December 1938. This will enable the Navy Department to advertise for bids on these vessels about 15 December 1938 and open the bids about 1 March 1939.

Funds have been appropriated for four (4) of these 6000 ton cruisers. It is not the present intention to ask for any additional cruisers of this type in the near future.

The Chief Constructor estimates that it will require thirty-six months to complete these vessels after the contracts are awarded.

Respy,
D. J. Callaghan
D. J. Callaghan.

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

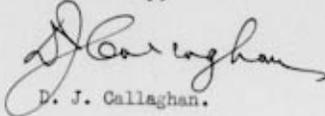
November 1, 1938

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Memorandum For The President

A document of considerable interest in view of the present situation.

Respectfully,


D. J. Callaghan.

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Date. 8-8-66

Signature- Carl L. Spicer

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NAVY DEPARTMENT
BUREAU OF AERONAUTICS

WASHINGTON

1 November 1938

~~CONFIDENTIAL~~

M E M O R A N D U M

For: The Chief of Naval Operations.
SUBJECT: Digest of "Joint Annual Army-Navy Aviation
Report on Germany, as of July 1, 1938".

1. The appended digest of the above report
was prepared in the Bureau of Aeronautics and is for-
warded as a matter of interest.

A. B. COOK
Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics

Copy to: The Assistant Secretary of the Navy
Naval Aide to The President ←
Admiral Horne
Captain Ghormley

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Date- 8-8-66

Signature- Carl L. Spencer

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NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

MEMORANDUM

~~CONFIDENTIAL~~

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Date. 9-8-66

Signature. Carl L. Spicer

24 October 1938.

SUBJECT: Digest of "Joint Annual Army-Navy Aviation Report on
Germany, as of July 1, 1938".

The annual report for 1937-1938 on German Aviation, prepared by the U.S. Military and Naval Attaches to Germany is extremely interesting, and quite complete in spite of the great secrecy imposed by the German government upon matters of national defense. In view of the prominent role assumed by German military air strength in the recent international crisis, and the effect which German air strength will undoubtedly have on future military programs of other nations, it is thought that a resume of the outstanding facts and figures presented by this report will be of interest to those charged with United States national defense measures. The following digest is therefore submitted.

1. Appropriations.

All appropriations in Germany are secret, and apparently remain so. Due to the strict censorship exercised by the German Government over all military matters, and due further to the fact that the German Government does not give out information relative to the award and price of contracts, sales to foreign governments, number of planes and losses in Spain, normal attrition of aircraft or organization and composition of the German Air Force, it is impossible to estimate with any degree of accuracy the German Military Aviation Budget. This lack of official information on German military matters affects the accuracy of all estimates of aviation strength and aviation production figures given in this report.

2. Aircraft numbers, production and personnel.

(a) Number of military aircraft:

Fighters	1,700	Patrol	150
Observation	700	Torpedo	97
Light Bombers	400	Training	2,000
Heavy Bombers	3,350	Miscellaneous	1,500

Total Military Aircraft 9,897

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Reqs to Japans

~~CONFIDENTIAL~~

SUBJECT: Digest of "Joint Annual Army-Navy Aviation Report on Germany, as of July 1, 1938."

- (b) 89 known aircraft engine and parts factories employing over 100,000 mechanics. Other plants believed to exist.
- (c) During past year estimated production 9 - 10,000 military and commercial planes. No estimate of strictly military planes as distinct from commercial planes.
- (d) Monthly estimated wartime production:

<u>AfterM Day</u>	<u>Bombers</u>	<u>Pursuit</u>	<u>Others</u>	<u>Total</u>
1st Month	600	300	600	1,500
6th Month	1,600	1,200	2,200	5,000
12th Month	2,000	1,800	2,200	6,000

Personnel, Estimated:

	<u>Active Duty</u>	<u>Reserve Duty</u>	<u>Total</u>
Flying Officers	4,500	3,000	7,500
Enlisted Flyers	6,000	5,000	11,000
Total Flyers	10,500	8,000	18,500
Cadets under instruction	1,000		1,000
Enlisted student Flyers	3,000		3,000
Total student flyers	4,000		4,000
Non Flying Officers	1,500	2,000	3,500
Non Flying Men	109,000	10,000	119,000
Apprentices	6,000		6,000
GRAND TOTAL	131,000	20,000	151,000

Date- 8-8-66
Signature: Carl S. Spencer

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3. Management.

The centralized control of the aircraft industry is located in the Air Ministry, but management is left to the individual factory. Each factory is told what to produce, how many to produce, the time of delivery expected; it is then up to the factory to produce specified requirements. It may be said that German aircraft industry represents the ultimate in centralized control and de-centralized operation.

SUBJECT:

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SUBJECT: Digest of "Joint Annual Army-Navy Aviation Report on Germany, as of July 1, 1938."

Date

Signature

8-8-66
Paul J. Spica

4. Labor.

A shortage of labor actually exists today in the aircraft industry. This is due to labor demands by other industries in the national economic and military program of the country. An intensive program of apprentice training is now taking place. Labor is controlled; government regulations forbid the change of occupation of a worker without government consent.

5. Raw Material.

Airplanes, power plants, and accessories are made from raw materials obtainable in Germany or imported from very friendly allies. In any wartime production program, no shortage of aircraft material is anticipated.

6. Procurement.

Characteristics of new aircraft determined by Air Ministry and actual designs perfected by competition between various aircraft production plants. These contracts start with a fixed price but can be adjusted so that the contractor is fully paid for the experimental airplanes whether he wins or loses in the competition. Determination of the winner of the competition is made after exhaustive tests requiring about two months. A large factor in the award is whether or not the airplane is so designed as to be producible in large quantities in case of emergency. Simplicity of design is considered essential. Production of the winning airplane of a competition does not remain with the winning designer if production facilities of his factory will not meet the demand. The winning designer manufactures sets of extra jigs, fixtures and tools, and he also produces the drawings for the airplane. Contracts at negotiated prices are then given to as many factories as required. The original designing manufacturer furnishes to the various manufacturers jigs, fixtures and tools, complete drawings, and also engineering personnel and license to manufacture, all at a price held to reward the original designer. Companies are granted about 12% on what they build, and in addition royalties are paid to the originator of the winning design. Maximum of 8% on invested capital can be paid to stockholders, the remaining profit must be invested in German government bonds.

~~CONFIDENTIAL~~

SUBJECT: Digest of "Joint Annual Army-Navy Aviation Report on Germany, as of July 1, 1938."

7. Air Bases.

Germany is divided territorially into six (6) main air districts, five (5) land and one (1) sea. The sea district at Kiel includes administration of all seaplane activities regardless of geographical location. Some eighty-five (85) permanent airdromes and about two hundred (200) partly camouflaged war operating fields exist. At each field is stored the complete war equipment for each and every airplane assigned to that field. When the airplane is permanently transferred, its equipment is also transferred.

8. Organization and Operation.

The German Air Force is a separate organization as to administration from the Army and Navy. All three forces are responsible to the Fuehrer through the Chief of Staff of the armed forces. Cooperation between the General Staffs of the three forces is apparently the method which will be used, and by which the orders of the supreme commander will be carried out.

German Air Force doctrine is one of offensive action. They believe implicitly that the best defense is a strong and aggressive early offense against opponents.

9. Training.

23 Types of air training schools, including:

3 Air academies. (Training of officers in advanced specialties - Air General Staff Academy
Air Engineering Academy
Advanced Air Flight School.)

4 Cadet colleges.

33 Regular flying schools.

39 Reserve flying schools.

9 Civilian club flying schools.

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Date- 8-8-66

Signature- Carl L. Spicer

Very formal

*File
Confidential
P3F Navy*

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

15 November 1938

CONFIDENTIAL

My dear Mr. President:

In obedience to your telephone instructions of yesterday I have inquired into the present status of the desire on the part of the Russian Government to employ American industry in the construction of one or more battleships and find as follows:

The firm of Gibbs and Cox sent to Russia last Friday in the diplomatic pouch of the Russian Embassy preliminary plans of a large battleship. It is believed that these plans are the ones you saw some months ago outlining a battleship which would be a combination of battleship and airplane carrier. Captain Joyce, United States Navy, Retired, has departed for Russia to be the representative of the Gibbs and Cox Company. He is instructed to prevail upon the Russian naval authorities to approve the construction of a ship not to exceed 45,000 tons in order that the vessel may be constructed in the United States. It would appear that if Russia does not accept this proposed reduction in size it would not be permitted under our 1936 London Treaty to construct the ship in the United States. It is the full intention of the Gibbs and Cox Company to prevail upon Russia to accept the 45,000 ton ship and to have it built in the United States.

I am informed that the Gibbs and Cox Company has engaged in informal discussions with commercial shipbuilding industry and that the Bethlehem Shipbuilding Corporation has evidenced interest in the proposition.

The above seems to be all the information which is available at the present time, and it does not appear possible to obtain anything more definite until after Captain Joyce discusses the proposition with naval authorities in Russia.

Most respectfully,

William D. Leahy

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DD DIR. 5200.9 (9/27/58)

The President,
The White House.

Date- 4-7-59

Signature- *Carl L. Spicer*

Signature-

PSF Navy

file personal

In reply refer to initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

23 November 1938

M E M O R A N D U M

My dear Mr. President:

Referring to our conversation of last week in regard to possible reasons for the difference in time required by England and the United States to complete a battleship, I had an informative talk on Saturday with Mr. J. W. Powell.

Mr. Powell, as you know, is an experienced shipbuilder who recently sold his Federal Shipbuilding Company to the Bethlehem Corporation. At the present time he has no interest in any shipbuilding industry.

In reply to my request for an expression of his considered opinion as to how England can complete a battleship in less than four years while in the United States it requires nearly five he said:

"1. The Navy Department is badly in need of an official with ship experience in a position analogous to that of a plant "General Manager" and with full authority to decide controversial questions between the Material Bureaus. Much delay is caused by these controversies.

"2. The American Navy in new ships always introduces desirable improvement and changes in design that are in

the nature of development projects and that involve the additional cost and time that must be allowed for the development and production of new and advanced design.

The British to a very much greater extent use in their new ships only proved installations, and in so far as is possible only those that are already in production or ready for quantity production.

"3. In our shipbuilding much time is lost through the practice of referring all changes in design to the Navy Department for approval.

This could be improved by decentralizing the authority for minor changes, and permitting the local inspector to make decisions in regard thereto without reference to the Navy Department."

I have quoted Mr. Powell above as accurately as possible from memory, and his estimate may be of interest to you in your consideration of the question of slow warship construction in America.

Mr. Powell is well informed in regard to British shipbuilding methods.

Most respectfully,

William A. Leahy

PSF
Navy

November 30, 1938.

The findings of the Selection Board with respect to the lists of officers selected as best fitted for promotion to the grades of Rear Admiral and Captain are approved.

The findings of the Selection Board with respect to the list of officers selected as fitted for promotion to the grade of Captain are approved, subject to the following proviso:

Because the immediate requirements of the Navy do not necessitate the retention of additional Captains on the active list, officers adjudged fitted for promotion to the grade of Captain shall not be retained on the active list beyond the dates set by existing law.

DWK/mcl

NAVY DEPARTMENT
OFFICE OF
NAVAL RECORDS AND LIBRARY

WASHINGTON, D. C.
14 December 1938

PSF: Navy

*File
personal
Gen-2*

MEMORANDUM FOR COLONEL McINTYRE

This morning the President said I might copy his personal collection of original manuscript relating to the Barbary Wars (1801-16), with a view to including them in our forthcoming printed volumes of documentary source material on those wars.

In the case of similar material on the Quasi-War with France, he allowed the originals to come here for photostating, and it would be very convenient to repeat this procedure in the present instance.

We would be glad to have the papers at as early a date as is convenient.

Dudley W. Knox,

DUDLEY W. KNOX,
Captain, U. S. N.

THE WHITE HOUSE
WASHINGTON

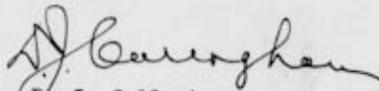
P. Y

December 17, 1938

Memorandum For The President.

The memorandum attached, from Admiral Furlong, gives the conclusions drawn from many actual firing experiments at the Proving Grounds, for various angles of impact; and varifies my own previous information on the efficacy of solid armor plate versus thin or laminated plate.

Respectfully,


D. J. Callaghan.

IN REPLY ADDRESS
BUREAU OF ORDNANCE, NAVY DEPARTMENT
AND REFER TO NO.

(A8)

513-6

NAVY DEPARTMENT
BUREAU OF ORDNANCE

WASHINGTON, D. C.

December 17, 1938.

M E M O R A N D U M

From: The Chief of the Bureau of Ordnance.
To: Captain Daniel J. Callaghan, U.S.Navy.
Subject: Comparative Resistances of Single 1/4" Plate
versus four 1" separated plates.

1. All experimental data have shown separated structures to give less protection than equal weight of solid plate.

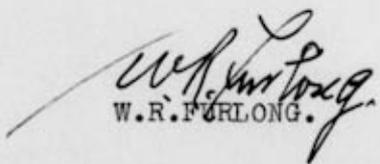
2. The four separated 1" plates at normal impact are equivalent to about 3-1/4" solid plate; at obliquities these relations are probably even more unfavorable to the four plates.

3. These figures are for a face-hardened 1/4" solid plate and for four non face-hardened homogeneous 1" plates. Face-hardening of the separated plates would not increase their resistance to 6" or 8" projectiles because thin, face-hardened plates shatter on impact of projectiles and of fragments. Face-hardening of thin plates is used where protection is required only against small caliber bullets.

4. The use of four separated plates would introduce methods of securing that would materially weaken the structure ballistically.

5. The Bureau has fired at many plates in investigating laminated plates and separated plates, and has found the solid plate superior.

ALB


W.R. FURLONG.

TSF Navy

THE WHITE HOUSE
WASHINGTON

December 28, 1938.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY
THE ASSISTANT SECRETARY OF THE NAVY
THE CHIEF OF OPERATIONS

I have been reading the report of construction progress of December 10th. There is one phase that is within our control and should be taken up immediately.

I refer to the fact that destroyers DD403 to and including DD408 are taking from 42 to 44 months to build. They are all Navy Yard ships.

We all know, of course, that Navy Yards like to maintain a steady flow of employment and when a ship comes in for overhaul or repair they take men off new construction and put them back on new construction when there is a slackness of other work.

That is a natural attitude, but it is absolutely contrary to the best interests of the Navy.

Navy Yards doing construction should be ordered -- not requested -- to put as many people to work on new ships as it is

THE WHITE HOUSE

WASHINGTON

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possible to use at any given time -- two shifts or even three shifts where they are possible. They should be ordered to keep these people steadily on the job and not take them off for other Navy work.

We are all of us being seriously criticized and it is time to get action.

F. D. R.

PSF Navy

THE WHITE HOUSE
WASHINGTON

December 28, 1938.

MEMORANDUM FOR

ADMIRAL LEAHY
ADMIRAL RICHARDSON

Confirming our talk the other day, I hope you will impress on the Construction Corps, the Supply Corps, and the Civil Engineering Corps the necessity of building up their reserves as fast as possible in order to approximate war needs.

F. D. R.

PSF Navy

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

16 December 1938

MEMORANDUM FOR THE PRESIDENT

In accordance with your verbal request there is forwarded herewith a statement made by the different Bureaus concerned showing the officer personnel that will be available on M-Day if that day is considered 1 July 1939, and the number of officers that in the opinion of the Bureaus will be required on M+180 days for a total Navy and Marine Corps personnel of 500,000.

This statement includes line officers, staff corps officers, aviation cadets, first class midshipmen, senior R.O.T.C. students and warrant officers. It includes officers on the active list, retired list and reserves. Only such retired officers are included as are physically qualified to perform active duty.

William D. Leahy

LINE OFFICER REQUIREMENTS

M Day - 1 July 1939

Requirements M+180 days

Line Officers (except aviators)

Available on M Day
1 July 1939

<u>Rank</u>	<u>Reg.</u>	<u>Ret.</u>	<u>Res.</u>	<u>Total</u>	<u>Required M+180</u>	<u>Additional Required</u>
Rear Admiral	72	42	1	115	114	-1
Captain	282	109	17	408	391	-17
Commander	616	231	38	885	941	56
Lt.Comdr.	1274	146	1532	2952	2566	-386
Lieut.	1515	371	2304	4190	4942	752
Lt.(jg) & Ensign	1893	221	5171	7285	9485	2200
Midshipmen 1st Cl	450			450		-450
ROTC Students			200	200		-200
Total	6102	1120	9263	16485	18439	1954
Warrants (Bosn, Gun.Elec.R. Elec.Mach)	1065	138	36	1239	2720	1481

AVIATORS

Rear Admiral	4			4	4	0
Captain	19	8		27	27	0
Commander	78	21	7	106	111	5
Lt.Comdr.	201	2	69	272	323	51
Lieut.	436		223	659	1375	716
Lt.(jg) & Ensign	388		339	727	4509	3782
Aviation Cadets			992	992	992	0
Total	1126	31	1630	2787	7341	4554
Warrants	9			9	9	0
Total Available M Day					20,520	
Total Required M+180					28,509	
Additional Required					7,989	

MEDICAL CORPS REQUIREMENTS

M Day - 1 July 1939

Requirements M +180 days

<u>Rank</u>	<u>Available on M Day 1 July 1939</u>				<u>Required M +180</u>	<u>Additional Required</u>
	<u>Reg.</u>	<u>Ret.</u>	<u>Res.</u>	<u>Total</u>		
Rear Admiral	4	6	0	10	9	-1
Captain	93	14	5	112	149	37
Commander	213	27	46	286	357	71
Lt.Comdr.	185	55	696	936	905	-31
Lieutenant	190	19	459	668	1889	1221
Lieut.(jg)	140	7	267	414	917	503
Total	825	128	1473	2426	4226	1800
Warrants	132	21	5	158	503	345

DENTAL CORPS

Rear Admiral	0	0	0	0	0	0
Captain	10	0	0	10	11	1
Commander	56	0	2	58	71,	13
Lt.Comdr.	54	8	108	170	171	1
Lieutenant	39	9	120	168	463	295
Lieut.(jg)	96	1	101	198	307	109
Total	255	18	331	604	1028	419

MEDICAL CORPS

Total Available M Day 2,584
 Total Required M + 180 4,729
 Additional Required 2,145

DENTAL CORPS

Total Available M Day 604
 Total Required M + 180 1,028
 Additional Required 419

CONSTRUCTION CORPS REQUIREMENTS

M Day - 1 July 1939

Requirements M+180 days

<u>Rank</u>	<u>Available on M Day</u> <u>1 July 1939</u>				<u>Required</u> <u>M+180</u>	<u>Additional</u> <u>Required</u>
	<u>Reg.</u>	<u>Ret.</u>	<u>Res.</u>	<u>Total</u>		
Rear Admiral	1	0	0	1	3	2
Captain	24	4	0	28	44	16
Commander	37	5	2	44	68	24
Lt.Comdr.	60	0	15	75	123	48
Lieut.	61	24	14	99	185	86
Lieut.(jg)	21	3	6	30	101	71
Total	204	36	37	277	524	247
Warrant Officers	137	22	0	159	408	249

Total Available M Day 436

Total Required M+180 932

Additional Required 496

SUPPLY CORPS REQUIREMENTS

M Day - 1 July 1939

Requirements M+180 days

<u>Rank</u>	<u>Available on M Day</u> <u>1 July 1939</u>				<u>Required</u> <u>M +180</u>	<u>Additional</u> <u>Required</u>
	<u>Reg.</u>	<u>Ret.</u>	<u>Res.</u>	<u>Total</u>		
Rear Admiral	3	1	0	4	4	0
Captain	58	10	5	73	90	17
Commander	129	5	6	140	216	76
Lt.Comdr.	142	45	64	251	541	290
Lieut.	94	26	207	327	872	545
Lt.(jg) & Ensigns	<u>143</u>	<u>4</u>	<u>506</u>	<u>653</u>	<u>1304</u>	<u>651</u>
Total	569	91	788	1448	3027	1579
Warrant	287	37	5	329	972	643

Total Available M Day 1,777

Total Required M+180 3,999

Additional Required 2,222

CIVIL ENGINEER CORPS REQUIREMENTS

M Day - 1 July 1939

Requirements M+180 days

<u>Rank</u>	<u>Available on M Day</u> <u>1 July 1939</u>				<u>Required</u> <u>M + 180</u>	<u>Additional</u> <u>Required</u>
	<u>Reg.</u>	<u>Ret.</u>	<u>Res.</u>	<u>Total</u>		
R. Adm.	1	6	0	7	7	0
Captain	5	7	0	12	29	17
Comdr.	26	0	0	26	52	26
Lt.Com.	50	3	85	138	181	43
Lieut.	20	0	95	115	217	102
Lt.(jg)	23	0	159	182	139	-43
Ensign	0	0	8	8	8	0
Total	125	16	347	488	633	145

Total Available M Day	488
" Required M+180	633
Additional Required	145

CHAPLAIN CORPS REQUIREMENTS

M Day - 1 July 1939

Requirements M+180 days

<u>Rank</u>	<u>Available on M Day</u> <u>1 July 1939</u>				<u>Required</u> <u>M+180</u>	<u>Additional</u> <u>Required</u>
	<u>Reg.</u>	<u>Ret.</u>	<u>Res.</u>	<u>Total</u>		
Rear Admiral	0	0	0	0		
Captain	5	3		8	9 [?]	1
Commander	33	2		35	37	2
Lt. Comdr.	17		9	26	100	74
Lieut.	13	3	28	44	78	34
Lt. (jg) & Ensign	22	2	23	47	39	-8
Total	90	10	60	160	263	103

Total Available M Day 160

Total Required M+180 263

Additional Required 103

MARINE CORPS REQUIREMENTS

M Day - 1 July 1939

Requirements M+180 days

<u>Rank</u>	<u>Available on M Day</u> <u>1 July 1939</u>				<u>Required</u> <u>M+180</u>	<u>Additional</u> <u>Required</u>
	<u>Reg.</u>	<u>Ret.</u>	<u>Res.</u>	<u>Total</u>		
General Officers	12	1		13	22	9
Colonels	50	16	2	68	93	25
Lt.Colonels	98	34	10	142	234	92
Majors	181	41	52	274	337	63
Captains	384	77	254	715	1147	432
1st & 2nd Lts.	486	52	1290	1828	2621	793
Total	1211	221	1608	3040	4454	1414
Warrant Officers	147	11	12	170	495	325

Total Available M Day	3210
Total Required M+180	4949
Additional Required	1739

SUMMARY

Total Available M Day - 1 July 1939	Line less Aviators	17,724	
	Aviators	2,796	
	Construction Corps	436	
	Supply Corps	1,777	
	Civil Engineers	488	
	Medical Corps	2,584	
	Dental Corps	604	
	Chaplain Corps	160	
	Marine Corps	<u>3,210</u>	
	Total		29,779

Total Required M+180 Days	Line less Aviators	21,159	
	Aviators	7,350	
	Construction Corps	932	
	Supply Corps	3,999	
	Civil Engineers	633	
	Medical Corps	4,729	
	Dental Corps	1,028	
	Chaplain Corps	263	
	Marine Corps	<u>4,949</u>	
	Total		45,042

Additional Required	Line less Aviators	3,435	
	Aviators	4,554	
	Construction Corps	496	
	Supply Corps	2,222	
	Civil Engineers	145	
	Medical Corps	2,145	
	Dental Corps	419	
	Chaplain Corps	103	
	Marine Corps	<u>1,739</u>	
	Total		15,258

BF
Navy

In re-Canton Island correspondence

SEE--Also-Interior folder

And R. Walton Moore folder--Drawer 1--1938